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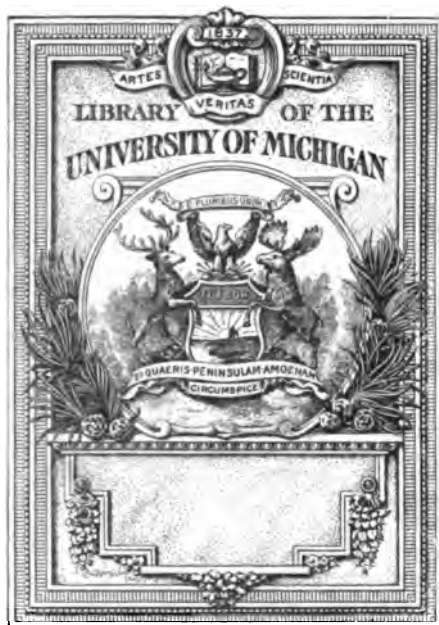
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SIXTY VOLUMES.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF COREA.

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*Presented to both Houses of Parliament by Command of Her Majesty,
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Report on the Trade and Commerce of Corea for the Year 1899

By MR. J. N. JORDAN.

(Received at Foreign Office, June 21, 1900.)

After having been able to report for the last two years an increase in Corean trade, it is disappointing to find that during 1899 trade declined to the extent of 2,627,568 yen, or over 260,000*l.*, at the rate of 2*s.* per yen, and this in spite of an increased gold export to the extent of 557,657 yen, or 55,765*l.*; and as gold is, so to speak, an indirect article of trade, the total diminution of Corean trade amounts to no less than 3,185,225 yen, or nearly 320,000*l.*, more than 13 per cent. of last year's figures.

The following table shows the movements of Corean trade during the last six years :—

| Year. | Value. | | Exchange. |
|--------------|------------|-----------|-----------|
| | Currency. | Sterling. | |
| | Yen. | £ | s. d. |
| 1894 | 11,057,892 | 1,105,789 | 2 0 |
| 1895 | 12,884,232 | 1,295,792 | 2 2 |
| 1896 | 12,842,509 | 1,391,271 | 2 2 |
| 1897 | 23,571,350 | 2,375,626 | 2 0½ |
| 1898 | 24,702,237 | 2,495,955 | 2 0½ |
| 1899 | 22,074,669 | 2,207,467 | 2 0 |

This deficit is made up as follows :—

| | Value. | |
|---------------------|-----------|-----------|
| | Currency. | Sterling. |
| | Yen. | £ |
| Imports | 1,517,439 | 157,744 |
| Exports | 711,644 | 71,164 |
| Coast trade | 956,142 | 95,614 |
| Total | 3,185,225 | 318,522 |

(626)

A 3

These figures, however, must not be taken to mean that the trade of Corea is declining. The determining factor, affecting both exports and imports, is the export of rice, and the value of the rice exported in the year under review is 137,671*l.* less than that of the preceding year; and this in spite of an excellent crop in 1899.

**Export of
rice.**

The position is briefly as follows: The rice crop reaped in October, 1898, was considered a good average one and good business was anticipated throughout the following 12 months. In 1897 the rice crop in Japan was short, whereas in Corea it was one of the best known, and during 1898 Japanese bought rice from Corea at unheard-of prices; and the Coreans, never thinking of future requirements, sold all available stocks. The crop in Corea reaped in October, 1898, contrary to expectation, was found to be below the average, and the result was a partial famine in parts of the country in the spring of 1899, Chinese even importing rice and millet from Chefoo, Japan in the meantime having had a good yield could not buy at the prices demanded by Coreans, and for the first nine months of 1899 trade was practically at a standstill. Early in September, when the Coreans were convinced beyond doubt that the crop throughout the country was going to be an excellent one, arrivals from the country became plentiful and Chinese were able to ship small quantities to Chefoo whilst Japanese bought heavily, and continued to do so, in spite of advancing prices, up till the end of the year.

A Corean entirely ignores such questions as supply and demand, and having once got high prices for his rice, he holds out for the same rate until he is absolutely forced to sell from want of ready money. Japan is practically Corea's only customer for rice, and the export trade of the country largely depends on the yield in Japan and the amount she can take from Corea. There must be large stocks of rice in the country still unsold, and when this is sold the import as well as the export trade will feel the benefit, and for this reason an average of the returns for three or five years would be a far better index as to the growth of Corean trade than just the figures for one year.

**Difficulties
with regard to
currency.**

Another factor which seriously hampers trade is the currency of the country. The only Corean coins are nickel 5-sen and copper 1-sen pieces and cash, all of which vary from 5 to 50 per cent. discount as against Japanese gold yen, the real currency of the country so far as foreign trade is concerned. The rate of discount varying suddenly as it does and with this wide margin it is not difficult to understand how a merchant's business in Corea must largely partake of a speculative character. The Chinese made an effort to insist on their piece-goods being paid for in Japanese currency, with the result that they were boycotted and had to give in; and the Coreans at Chemulpo have now formed a Chamber of Commerce to protect themselves against Japanese and Chinese.

Corea has adopted Japanese currency so far as customs duties have to be paid in Japanese yen and the further extension of it as

the Government currency throughout the country, with a fixed amount of 5-sen pieces as legal tender, would tend to greater stability and result in a large expansion of trade.

The total diminution in exports as compared with 1898 is 71,164*l.*, but this is very nearly accounted for by the decrease of the value of the ginseng exported. This ginseng is a Government monopoly and it is, therefore, hardly to be looked upon as an item in the commerce proper of the country; its value varies greatly from year to year and it is liable to give a mistaken estimate of the export trade. The reason for the export of this root varying so much is that it takes properly about eight years to come to maturity; but if the prospects for its sale are good every available root is taken and vice versâ, hence the great difference of nearly 60,000*l.* between the yields of 1899 and 1898. Incidentally I may remark that this year's ginseng, that is, the crop reaped in the autumn of 1899, has been sold for 103,000*l.*, thus showing a still greater difference between two successive years.

Exports.
Diminution
of ginseng
export.

This only leaves a deficit in the exports of a little over 11,000*l.*, and this in spite of the fact that the rice export diminished by 137,671*l.*, which shows that other exports have increased to the extent of over 120,000*l.*, without any reduction in the rice crop which was above the average.

The principal items of increase are: Beans, 94,000*l.*; fish, 2,000*l.*; cowhides, 21,000*l.*; paper, 2,000*l.*; bêche de mer, 4,500*l.*; and cattle, 2,000*l.*; while, on the other hand, the export of seaweed has decreased by 2,000*l.*, of millet by 1,200*l.*, and of fish manure by 8,500*l.* Taking all these circumstances into consideration it would hardly be beyond the mark to say that Corea's exporting powers have been developed to a considerable extent; and although Great Britain is in no way interested in Corea's exports, which practically all go to Japan, yet this development must necessarily increase her buying capacity and this is a point worthy of the serious attention of British manufacturers.

Increase in
other
exports.

The export of wheat, to which attention has been drawn in the reports for the two preceding years and which it was hoped might attain to considerable dimensions, has not increased to any extent and practically remains steady at very low figures.

Wheat.

By the courtesy of Mr. Glendinning, a representative of Messrs. Brunner, Mond and Company, who spent some time in this country last year, studying the native methods of manufacturing paper with a view to opening up a trade in alkalies, I am enabled to give a concise account by an expert of the methods of making paper in practice amongst the Coreans. This industry is carried on in the four provinces of Chung Chong Do, Chulla Do, Kyeng Sang Do, and Kyeng Ki Do, comprising in all some 16 districts, many of which Mr. Glendinning visited, and the following report is in his own words:—

Manufacture
of paper.

Districts.

"The only material, other than old paper, used for the making of Korean paper is the bark of the shrub which the Coreans call 'Tak,' and the botanical name of which is the *Broussonetia Papyrifera* Vent.

Broussonetia
Papyrifera
Vent.

"The principal seat of manufacture is the province of Chulla, but it is made more or less in all the other provinces, except, perhaps, the most northern.

"The tak shrub is cultivated in the upper parts of the valleys, where rice can no longer be grown, on hilly and stony ground, and as the industry is for the most part carried on where the plant grows, the paper-making villages are difficult of access.

"The stems of the tak plant are long and straight, and when ready for cutting, about 6 feet high. The shrub is cut down to the ground every October, and is ready for cutting again at the same time next year.

**Method of
manufacture.**

"The cut stems are tied into bundles and softened by steaming, so that the bark is afterwards easily removed by hand.

"The outer black bark has next to be removed, for it is only the white inner bark which can be used for anything but the very commonest paper.

"This operation is performed, while the bark is wet, by pulling it along under the blade of a kind of blunt knife, and afterwards removing the piece of outer bark still adhering by hand-picking, with more or less care according to the quality of the paper it is intended to make.

"The white bark so prepared is now ready for the various operations of paper-making.

Use of lye.

"It is first boiled with lye, which disintegrates the fibres, then thoroughly washed in running water, beaten vigorously and repeatedly with heavy wooden clubs, and thoroughly washed after each beating, until the fibres are entirely broken up, and the resulting pulp is then ready for the paper-making tub.

The paper-making tub in almost universal use consists of a square box of rough wooden boards, 7 feet 4 inches square by 2 feet 2 inches deep. Two sets of men work at each tub.

"The tub is filled with clean water, into which the pulp is put and thoroughly mixed up with the water by whipping or swishing with thin canes until the emulsion is absolutely homogeneous.

Use of size.

"The size is next added. This consists of a kind of thin gum obtained from the stem, leaves, and roots, but especially the roots of a plant called in Korean 'Takpül,' and known botanically as the *Hibiscus Manihot*.

"This plant is trodden in wooden troughs with water, and the extract, filtered through a cloth, is the size which is best adapted for this industry, although, when the takpül cannot be obtained, the leaves and stems of a creeper called 'Kam-ou-ter' are used, but this yields a size greatly inferior to that obtained from the takpül.

**Making
sheets of
paper.**

"The apparatus for forming the sheets of paper from the sized emulsion of fibres in the tub consists of a very fine bamboo screen or blind, which rests on a slight framework of wood. Before dipping it into the tub the workman places on the screen a rectangle of wood, which rests on the edges of the screen and forms low walls, sufficient to contain a little of the emulsion,

and to keep it on the sieve long enough for him to give the required spreading shakes. This apparatus, consisting of support, sieve, and walls, is held together by the workman, and dipped beneath the surface of the emulsion in the tub. He takes up a certain quantity on the sieve, gives it a spreading motion while the water is running off, and repeats the process as often as may be necessary, then takes away the wooden sides, removes the sieve from the support, and places it, together with the adhering film of paper, face downwards on a heap of sheets already made in the same way, having first laid a length of straw or grass along one end of the heap, to facilitate the subsequent separation of the sheets. Then he rolls the sieve once with a wooden roller, which serves to make the film of paper adhere to the heap, so that the sieve is taken up clean and ready for another operation.

"The heaps of super-imposed paper are pressed over-night in a rough press between boards weighted by stones hung on the end of the tree-trunk which serves as lever, and in the morning are separated and dried by natural or artificial heat, according to circumstances. While still slightly damp, several sheets are put together and beaten either with a wooden mallet, or with the apparatus in general use in Chullado, the principle of which is exactly the same as that of the water-power rice-hulling machines of Corea, except that the paper hammer is never worked by water-power, but by men and women alternately stepping on and off the end of the lever furthest removed from the hammer, by which the hammer is alternately raised and depressed, and very powerful blows are given, the beater being a most ponderous affair, and requiring the combined dead-weight of 10 or 12 persons to raise it. The anvil on which the hammer works is always a block of stone with a smooth surface, the block sunk in the earth so that its surface is level with the surface of the ground. The sheets of paper are moved about by a man while the hammer is in motion, so that every part of the sheet is subjected to the treatment, and an excellent smooth surface is obtained. The paper is now ready for sale.

"Many varieties of paper are made, the thickest of which is largely used for making oiled paper.

"The distinguishing quality of the Corean paper is its exceeding toughness but the art of making white paper is unknown, nor can the Coreans make the thin fine qualities of paper so largely exported from Japan for stencil and copying purposes. Kinds of paper manufactured.

"The industry is entirely in the hands of the peasantry, and during the paper-making season every man, woman, and child in a paper village will be engaged in its preparation. The great drawback appears to be lack of capital. Lack of capital.

"The ground suitable for the cultivation of the tak is practically unlimited, the cultivation is very easy, and the plant will grow in poor soil suitable for nothing else. The whole industry could be vastly extended by co-operation and the introduction of sufficient capital to improve the methods."

| | |
|--|---|
| Imports. Diminution of imports. | As stated above, the imports during 1899 fell-off to the extent of 1,517,439 yen (151,744 <i>l.</i>), a decrease almost entirely due to the stagnation of the rice market and the unsettled state of the currency. The principal items which make up this large deficit were as follows:—English shirtings, 8,000 <i>l.</i> ; Japanese shirtings, over 3,000 <i>l.</i> ; lawns and muslins, 8,000 <i>l.</i> ; Japanese piece-goods, 8,000 <i>l.</i> ; metals, 30,000 <i>l.</i> ; grass cloths, 13,000 <i>l.</i> ; millet, 40,000 <i>l.</i> ; railway plant and machinery, 9,000 <i>l.</i> ; timber and building materials, 27,000 <i>l.</i> ; while the import of Japanese yarn increased by 47,000 <i>l.</i> , American kerosene oil by 15,000 <i>l.</i> , and mining supplies by 17,000 <i>l.</i> |
| British piece-goods. | The British piece-goods trade is almost entirely in the hands of Chinese merchants, who either import their goods from Shanghai or buy from the foreign merchants at Chemulpo, which is the headquarters of both Chinese and foreign merchants and the distributing centre of European and American products for the whole country. The bales of piece-goods are broken open in Chemulpo and sold to Korean merchants, or repacked for transport into the interior, where they are distributed amongst the Chinese branch houses, and there hawked round the villages by Chinese pedlars, who barter them for gold dust. Japanese piece-goods are dealt with similarly by Japanese pedlars, who exchange them for gold dust, rice, hides, or any article which the Korean villagers have to dispose of, very little money changing hands over the transactions. The export trade of the country being almost entirely in the hands of the Japanese, they are in a much better position to dispose of their imports; and Japanese, too, understand far better how to deal with Koreans than do Chinese. British piece-goods are at a still further disadvantage in that they have to be indented for some six or eight months ahead, and to order so far in advance, under existing conditions of trade, is by no means unattended with risk; whereas, it is a comparatively easy matter for the Japanese with their manufacturing centres so close at hand. |
| Sold by pedlars in the interior. | |
| Japanese shirtings. | Notwithstanding these favourable conditions, Japanese shirtings have almost disappeared from the returns and their sheetings have increased only some 6,000 <i>l.</i> , while English shirtings are fairly steady, and sheetings have increased to the extent of 7,000 <i>l.</i> , both articles continuing to hold their own. The favourite brands of grey shirtings are S.S.S., F.F.F., and A.F.S., varying in price according to weight, from 9 <i>s.</i> 2 <i>d.</i> to 10 <i>s.</i> 2 <i>d.</i> per piece, sheetings ranging from 8 <i>s.</i> 9 <i>d.</i> to 9 <i>s.</i> 1 <i>d.</i> per piece; while Japanese grey sheetings vary, according to weight, from 8 <i>s.</i> 9 <i>d.</i> to 10 <i>s.</i> 3 <i>d.</i> , the measurements being the same as that of English goods. British piece-goods have so far not suffered from Japanese competition in the same line, Japanese in some instances having to import English goods to exchange for native produce, but where the Japanese do seriously destroy our trade is in the importation of yarn, which, coupled with the rise in Manchester prices and increased freight, may oust our piece-goods from the market, at any rate when the conditions of the rice market are |
| English sheetings. | |
| English shirtings. | |
| Japanese yarn. | |

not favourable. The import of Japanese yarn rose from 99,749*l.* in 1898 to 146,830*l.* in 1899, nearly 50 per cent., while English yarn fell from 8,979*l.* to 7,496*l.* in the same years, this result being entirely attributable to the difference in price, which is, of course, largely in favour of the Japanese article. The prices of Japanese one-thread, two-thread, and three-thread cotton yarn were respectively 34, 38, and 40 yen per picul of 133½ lbs., while the corresponding prices of English yarn were 47 yen 60 sen, 47 yen 60 sen, and 48 yen 30 sen. Japan at present imports her raw cotton from Bombay and Shanghai, but experiments in cotton-growing are now being made in Japan, and should the enterprise be successful, it may result in a still greater contrast between the prices of the two articles.

This Japanese yarn is sold all over the country by Japanese pedlars thoroughly conversant with the language, in packets of 26 lbs., any Korean commodity being taken in exchange, and this system suits both parties. In the interior of Korea, and, indeed, not far from the treaty ports, a man's wealth is still estimated in grain and flocks, money in the western sense being almost unknown to them, and it is convenient for him to get his yarn and other requirements from a buyer who can take what he has to dispose of; while the Japanese benefits in so far as he avoids the fluctuations in exchange between Korean and Japanese currency.

System of barter.

The Koreans during the cold weather wear cotton wadded garments, and during the winter months when field labour is impossible the Korean women weave the yarn into clothing, which is, of course, a much more economical method than buying piece-goods.

But still there seems to be no reason why the trade in English piece-goods should not be developed, provided English manufacturers are willing to adapt their goods to the requirements of the trade; experience, however, rather points to the conclusion that this "willingness" is a very uncertain factor.

Possible development of English trade.

What is necessary is that an exhaustive study of the piece-goods trade should be made by a Manchester expert on the spot, something on the lines of the Blackburn Mission to China, but on a smaller scale; he should travel over the most thickly populated districts and see how far Manchester goods could be adapted to compete with native made goods and how far new markets could be opened up; and this could not be done in a week nor yet in a month, necessitating as it would, extensive journeyings in a country with bad communications. The ordinary British merchant in the East cannot do this, as his presence is necessary at the treaty port to look after his various interests; nor can a Consul assist in this direction, for, to begin with, he has not the necessary technical knowledge, and, moreover, business or no business, he cannot leave his post. Where a British merchant in the East could do much in opening up new markets lies in learning the language of the country, but this seems to be the last thing an English merchant thinks of doing; and yet the

Knowledge of the language.

| | |
|---|---|
| German competition. | <p>disadvantages of not being able to speak the language are only too obvious. The minds of Orientals are too apt to run in grooves and "old custom" is an all-powerful fetish; Chinese and Coreans, even when they speak English well, as many of them do, are still bound hard and fast by time-honoured traditions; they are good at trade in the particular channels in which they are accustomed to work, but it is not to them that merchants must look for any development or extension of trade, or opening up of new markets. Your English-speaking Corean will tell you just as much as strikes him and that is little enough; he has not that instinct of observation and keen enterprise which are characteristic of the western business man. The Germans, always more practical than we are, have been quick to recognise this fact, and now it is almost the exception to find a German commercial house in the East, in which there is not at least one man able to talk business with the natives in their own dialect; there is one British firm in Corea and one German firm; it is almost superfluous to say that the German house has a German who can speak Corean, and that the English house has no Corean-speaking Englishman.</p> |
| Import of cotton goods. | <p>The imports in cotton goods in 1899 were more than half the total imports of the country, and in nearly every branch the reports are Japanese trade increasing, British trade occasionally steady, mostly decreasing. It must be borne in mind that the chief reason for this decline is the rise in Manchester prices;</p> |
| Rise in the price of Manchester goods. | <p>English piece-goods have no rival in this country, and if they could be laid down now at the same price as they could a year or so ago, there would be a large sale awaiting them. The number of hands the goods pass through from the time of their leaving</p> |
| Number of hands through which goods pass. | <p>Manchester till they reach the actual consumer greatly increases their cost to the retail buyers; they are first shipped to the foreign merchant in Shanghai thence, very often to another foreign merchant in Chemulpo, there they are sold to Chinese, and by them to Coreans, who again re-sell them in diminished quantities to the retail dealer. All these merchants who handle the goods have to make their profits and commissions, which greatly enhances the final selling price, which is further increased by the system of buying and selling on credit so prevalent in this country. The Chinese dealer buys from the foreign merchant on from three to six months credit, of course at interest, and he again sells to Corean dealers at still longer credit. An interesting</p> |
| Chinese dealers. | <p>experiment was made at Chemulpo last year by a British firm who started what was termed a sample warehouse, where bales of</p> |
| Experiment at Chemulpo. | <p>shirtings and other goods were broken open and sold strictly for cash; this business quickly developed beyond a retail business, and during the last three months of the year, when trade was brisk the takings averaged 100<i>l.</i> a-day. This leads one to wonder whether it would not be worth while to open similar establishments in charge of Japanese at the important trade centres in the interior. The total import of all cotton goods was nearly 24,000<i>l.</i> less in 1899 than in 1898. Woollen goods remained steady at a small figure, this class of goods not being used by the Coreans to</p> |
| Woollen goods. | |

any extent; while metals declined from 57,028*l.* to 25,738*l.*, probably owing to increase in prices. Of the articles classed as "sundries" in the customs returns, bags and ropes declined in consequence of the small export of rice, and grasscloths decreased to the extent of over 12,000*l.* probably from the same cause, the poorer classes having to content themselves with native-made clothing in its stead.

Decrease in
import of
metals.
Bags and
rope.

American kerosene oil again shows a big increase, and is now in pretty general use throughout the country; Russian oil, too, has advanced from 310*l.* to 1,706*l.*, and Japanese from 1,134*l.* to 1,520*l.*, but so far these two latter cannot compete with the American article.

Kerosene oil.
American.
Russian.
Japanese.

Silk piece goods, Chinese and Japanese, show a largely increased import, particularly at Fusan, where the increase is over 63,000*l.*, and at Chinnampo; while railway plant and machinery, and timber and building materials, are both responsible for diminished import returns, more especially the latter. But these last two items, as also mining supplies, which stand at over 18,000*l.*, are almost entirely dependent on foreign enterprises and concessions, and a large variation is, from their nature, to be expected from year to year.

Silk piece-
goods.

Railway plant
and
machinery.

Sugar, which comes entirely from Messrs. Jardine, Matheson and Company, and Messrs. Butterfield and Swire's, sugar refineries in Hong-Kong, declined from 11,031*l.* to 8,114*l.*

Sugar.

Price's candles are steadily growing in favour with Coreans, and a fairly good business is being done in this article, its import rose considerably last year and a still further increase is confidently looked for this year. Window glass, until late years an unknown luxury in this country, is gradually coming into use amongst the better classes, and its steadily increasing import is an interesting evidence of improved conditions of life. There is a steady demand, too, for Singer's sewing machines, one firm alone having sold as many as 300 last year.

Candles.

Window
glass.

Singer's
sewing
machines.

The coast trade in native produce between the Treaty ports fell from 479,175*l.* in 1898 to 383,561*l.* in 1899; but this is the result of a displacement rather than a decrease of trade. In former years native produce has been sent to Chemulpo, Mokpo, and Fusan for export to Japan and elsewhere, but with new Treaty ports opened where foreign steamers call, the goods are exported direct, and consequently the interport trade has declined and is likely to decline still further as the new ports grow in importance and steamers find sufficient inducement to call. This item affects the customs returns, but has no bearing on the exports and imports proper of the country, the true index to the volume of trade from the foreign merchant's point of view.

Coast trade.
Diminution a
displacement
rather than a
decrease.

The dull state of trade throughout the year is responsible for the further decrease in the customs revenue of nearly 100,000 yen as compared with 1898, the total for that year in its turn being nearly 113,000*l.* less than that of the preceding year.

Diminution
of customs
revenue.

The following table shows the net customs revenues for the years:—

| Year. | | | | | | Amount. |
|-------|----|----|----|----|----|-----------|
| | | | | | | Yen. |
| 1897 | .. | .. | .. | .. | .. | 1,113,169 |
| 1898 | .. | .. | .. | .. | .. | 1,000,451 |
| 1899 | .. | .. | .. | .. | .. | 902,955 |

Increase in shipping.

The figures for the shipping during 1899 are certainly the most encouraging part of the customs returns, showing as they do a total excess of 502 steamers and an increased tonnage of 159,128 tons as compared with the preceding year, which in its turn showed an advance on the figures for 1898.

Total number of steamers entered.

The total number of steamers entered at Korean ports during the year under review was 1,666, with an aggregate tonnage of 746,020 tons; of these, 1,159 steamers and 602,227 tons were Japanese. Four vessels representing 3,341 tons, German, 61 vessels with a tonnage of 51,863 tons Russian, and the remainder Korean.

Japanese steamers.

The carrying trade of the country is practically in the hands of the Japanese, the four German vessels being also under charter to them. There are two companies which monopolise the trade, the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, and by their steamers "Chinnampo," "Chemulpo," "Mokpo," and "Fusan" are now in direct communication with Nagasaki and Kobe, the latter port being the terminus of the line. The Nippon Yusen Kaisha have also two fine steamers plying once a month between Hong-Kong, Shanghai, Nagasaki, and Vladivostock, via intermediate ports, calling also at Chemulpo, which thus has direct communication with Shanghai, and the same company have also a fortnightly service between Kobe and Tientsin and Newchwang calling en route at Fusan, Mokpo, Chinnampo and Chefoo. The foreign passenger traffic on this latter line has increased to such an extent that last autumn the two vessels running to Tientsin and Newchwang had to be replaced by vessels with much larger accommodation, and a further sign of increased business is evidenced by the fact that whereas hitherto one steam launch had sufficed at Chemulpo for the working of both Company's vessels, in March of the present year (1900) the Shosen Kaisha brought over a launch from Japan for their own line.

Russian.

There are four Russian steamers calling at Korean ports, two belonging to the Chinese Eastern Extension Railway, which are practically Russian Government vessels and so irregular and uncertain as to command little support from shippers, and two owned by Messrs. Sheveleff and Company which ply between Chefoo, Port Arthur, Chemulpo, Nagasaki, and Vladivostock, and which are largely patronised by Chinese for importing piece-goods from Shanghai.

Absence of British shipping.

Accustomed as one is to see the British merchant flag pre-dominating everywhere, it is curious to find a country with any

foreign trade with not a single British ship entering any of its ports for a space of 12 months, not even under charter; in this respect one would almost imagine that Corea held a unique record. The explanation is that the trade is not of sufficient dimensions to pay *per se*; both the Japanese and Russian lines are heavily subsidised by their respective Governments, and, moreover, the export trade of the country is wholly in the hands of Japanese who naturally prefer to ship under their own flag.

There were three small Korean steamers trading between Chemulpo and Kunsan and Chinnampo, and two larger vessels owned by the Korean Government, trading fitfully to the unopened Korean ports, occasionally going to Chefoo, Nagasaki, and even Shanghai as inducement offered. Korean steamers.

The returns of sailing vessels show a slight decrease of 183 vessels representing 4,754 tons; of the total entered more than half were Japanese, mostly schooners of foreign type. Sailing vessels.

The currency of the country is Japanese gold (paper) and silver yen, Korean nickel 5-sen and copper 1-sen pieces and cash; the silver yen are generally at a discount of from 2 to 6 per cent., and nickels and cash at from 10 to 50 per cent., as against paper yen. All depending on the condition of the rice market. General Currency.

At present there is little silver money circulating for the following reason:—After the end of July, 1898, the Japanese banks bought silver yen largely at a certain rate of discount, thinking to dispose of them at somewhere near par with the Japanese paper when the rice season began; but the rice crop not being up to expectations the banks were left with large stocks of silver which they held for about 12 months until a foreign demand for silver yen arose, when they decided to sell at from 4 to 6 per cent. discount, at which rate large quantities were bought and shipped to Hong-Kong and the Straits to be recoined. The Government continues to flood the country with nickels, and during the year 150 tons of nickel blanks were imported from the mint at Birmingham for coining purposes. Silver yen. Export to Hong-Kong and Straits Settlements.

A new mint is in course of erection about 3 miles outside Söul, where it is proposed to coin silver 50-, 10-, and 5-sen pieces, and for this purpose samples of dies have been obtained from Birmingham, and they have even gone so far as to order 10 cwts. of silver for experimenting. But it would not be right to infer from this that the Korean Government have recognised the evils of the present debased coinage. Korean mints have hitherto been nothing but failures, and the enormous profit which the officials interested must make under the present system would militate strongly against any change for the better. New mint.

As regards cash, the following extract from the report by the Commissioner of Customs on the trade of Fusan for 1899 is interesting as showing to what extent the currency is tampered with. Copper cash.

Mr. Laporte says:—"The important item of 454,546 dol. shipped in copper cash from this port during the year exceeds by far the amount exported in previous years and calls for some Export from Fusan to Japan.

explanation. Although the official rate of exchange is theoretically fixed at 500 cash per yen, it is seldom in practice that the copper currency reaches that high standard, and it generally fluctuates between 520 and 550 cash per yen. In the spring of this year, however, the unsatisfactory state of trade, the almost complete absence from the market of native produce for exportation, and the arrival from the neighbouring towns of 40,000,000 of cash collected in taxes and destined for Söul caused such sharp depreciation that cash went down rapidly to the till then unprecedented rate of 700. This extraordinary cheapness, combined with the rising market of copper in Japan suggested to some merchants, large holders at that time of Korean currency, a novel way out of the difficulty; women and children were set to the work of minutely sorting cash, the "lean" ones being carefully kept for use here as local currency, while the "large" and "fat" ones were packed up and exported to Japan where, after melting them and selling the copper thus extracted a profit of over 25 per cent. was obtained. No less than 113,874 dol. worth of cash were in this manner exported to Japan in the course of a few months. The revival of trade during the last quarter by sending up the exchange of cash once more to the usual rates, put serious obstacles in the way of this thriving business without succeeding in stopping it altogether.

Railways.
Söul-
Chemulpo
Railway,
opening of.

By far the most interesting, if not the most important, event in the past year has been the opening of the Söul-Chemulpo Railway, the pioneer enterprise of its kind in the country, which took place on September 18, the first train bringing the Korean Ministers and the Foreign Representatives from Söul to the inauguration ceremony at the Chemulpo terminus.

**Journey to
Söul.**

The line which is a single one is open for passenger traffic as far as Nodol, a distance of 22 miles from Chemulpo, thence a small Decauville track to the river some $2\frac{1}{2}$ miles, and after crossing the river there is the journey into Söul by ricksha or the electric tramway, the entire journey taking between $2\frac{1}{2}$ and $3\frac{1}{2}$ hours, a long enough time for 29 or 30 miles, but still a great improvement on the old journey by launch or chair taking 7 or 8 hours.

Trains.

At the commencement only two trains each way were run daily, but soon after this was increased to three, and from March 16, 1900, there have been four trains up and four down each day; the time taken for the train journey is roughly $1\frac{1}{2}$ hours, stopping at five stations en route between the two termini.

Each train is made up of three cars of American type and generally two or three freight cars, and although at first the engines broke down a few times owing, it was said, to the bad quality of the coal, the trains now run very well up to time and the line seems to be in good working order.

**Progress of
the Han
Bridge.**

The track has been laid up to the river and the bridge is under construction, but it is doubtful if the line into Söul will be ready for traffic before the spring of 1901. The river is 1,400 feet wide and has a depth of 16 feet at high tide, thus the length of the

bridge will be some 2,000 feet, and it will have a height of 53 feet above the deepest part of the river's bed. Work on this section of the line can only be carried on for a few months in the year owing to the river being frozen during the winter and in flood during the rainy season, and some of the piers already in position have tilted and some have been damaged by this winter's frost, thus causing further delay.

It is as yet too early to forecast with any accuracy what share of freight, to which they look largely for their profits, the railway company will be able to secure; but even with the disadvantages under which they at present labour they have carried no inconsiderable amount, which augurs well for the future. Prospects of the railway.

The rice, large quantities of which come in junks from Chinnampo, a port north of Chemulpo, will, it is fairly safe to say, always go by river to Riong-San, a river port some three miles from Söul; but all foreign imports for Söul and the interior will probably go by rail, that route being both quicker and cheaper. The freight, for instance, on a bale of shirtings by river from Chemulpo to Riong-San by river and thence to Söul by ox-cart, the old route, is about 2 yen 30 sen (4s. 8d.), the time occupied in transit being roughly a week; and although the railway company have not yet published their rates for freight to Söul it is certain to be much under this, probably less than half. River communication.

Chemulpo is a great distributing centre for all foreign imports, and the railway station at that end is only about a quarter of a mile from the customs godowns, to which all goods are taken, and connected with them by a good road suitable for wheeled trucks.

The following figures show the returns and expenses of the company from the date of opening to the last day of 1899:— Railway.

| | Number. | Amount. | | | |
|--|---------|-----------|-----|-----------|-------|
| | | Currency. | | Sterling. | |
| | | Yen | sen | £ | s. d. |
| Working days | 105 | .. | .. | .. | .. |
| Number of trains.. .. | 484 | .. | .. | .. | .. |
| Average income per mile .. | .. | 7 | 89 | 0 | 14 9 |
| " " train | .. | 32 | 07 | 3 | 4 2 |
| Number of passengers carried .. | 38,415 | .. | .. | .. | .. |
| Average number of passengers per day | 3,658 | .. | .. | .. | .. |
| Average number of passengers per train | 793 | .. | .. | .. | .. |
| Freight carried (tons) | 1,247.2 | .. | .. | .. | .. |
| Expenses— | | | | | |
| Traffic | .. | 3,153 | 87 | .. | .. |
| Sundry | .. | 3,274 | 07 | .. | .. |
| Line preservation | .. | 1,720 | 25 | .. | .. |
| For engines | .. | 3,545 | 25 | .. | .. |
| | | 11,693 | 44 | 1,169 | 6 10 |
| Income— | | | | | |
| Passengers | .. | 12,351 | 03 | .. | .. |
| Goods | .. | 3,005 | 69 | .. | .. |
| Sundry | .. | 412 | 65 | .. | .. |
| | | 15,769 | 37 | 1,576 | 18 8 |

Net profits for 105 days, 4,075 yen 93 sen (407*l.* 11*s.* 10*d.*).

Fare. The fare for third class passengers is approximately $\frac{1}{4}$ *d.* per
Capital. mile. The capital of the company is 750,000 yen subscribed, and a loan, apparently free from interest, from the Japanese Government of 1,800,000 yen.

River launches. The railway has naturally seriously interfered with the receipts of the three Japanese launches which ply between Chemulpo and Riong-San; the passenger traffic, their main support, has left them, and as soon as the railway is open to Söul, and possibly earlier, they will be taken off altogether.

Söul-Fusan Railway. Work on the Söul-Fusan Railway has not yet commenced. The contract granting the concession to a Japanese syndicate was signed in September, 1898, there being a stipulation that the construction of the line should be begun within three years from the date of signing, and unless a company is formed and some preliminary operation put in hand before the end of 1901 the privilege will lapse. In March, 1899, one of the promoters, accompanied by several engineers, paid a visit to Söul to arrange final details, and with his party returned to Fusan overland following the proposed railway track. The distance between the two termini is approximately 360 miles, and the cost of the entire work is estimated at 25,000,000 yen (2,500,000*l.*).

Difficulty in raising the capital. The difficulty in raising the necessary capital appears to be at present the only cause of the delay. Capitalists were found who were willing enough to invest money in the venture, but alarmed at the proverbially unsettled state of affairs in the country they

demanding better security than the prospect of profits from the working of the line, and finally the Japanese Government were approached with a view to their guaranteeing 5 per cent. interest on the invested capital. The question has been referred to Parliament and has not yet been decided, but it is doubtful whether at the present juncture the Japanese Treasury will see its way to pledging itself to a possible annual expenditure of 1,250,000 yen.

Preliminary negotiations are in progress for a concession to build a light railway between the capital and Mokpo. This latter is a fast growing port situated about equi-distant from Shanghai and Nagasaki, with a fairly good harbour.

Proposed
Sŏul-Mokpo
railway.

The line would probably pass near several important towns, and by tapping new districts might prove a profitable venture.

Under the head of railways must be included the street electric railway in Sŏul which has now been extended southwards to the river port of Riong-San.

Sŏul Street
Electric
Railway.

This latter branch was only opened on December 21, and it is as yet too early to form any opinion as to the profitableness of the venture; the opening of the railway into Sŏul will seriously detract from the passenger receipts, but freight cars are being built to carry into Sŏul the rice and other produce brought by junk to Riong-San, and it is estimated that this branch will increase earnings by something like 50 per cent.

Riong-San
branch.

The passenger traffic depends entirely on the weather, a cloudy day, a light wind, and of course more especially rain, snow, or cold cause traffic to drop off 50 or 60 per cent.

Passenger
traffic.

The following figures have been very kindly furnished by Mr. Bostwick, the manager of the line:—

Figures for
electric
railway.

Miles of track open, 8.77.

Number of cars in use, 6.

Number of miles run daily by 6 cars, 380.2.

Average number of passengers daily, 2,068.

Average earnings from passenger fares daily, 81 dol. 6 c.

Cost of construction per mile (including power, rolling stock, telephone service over entire line, permanent way, and overhead electric system), 40,000 yen (4,000%).

The development of the mineral wealth of Corea is generally agreed to be the one great resource of the country, and the important factor which will materially increase Corea's buying capacity, and it is encouraging to be able to report an increase in the export of gold to the extent of 55,765% during the past year. This is the amount as shown by the customs returns, but the export of gold being duty free a large quantity is taken out of the country as personal luggage, and it is probable that the real increase is far in excess of the figures given above.

Mining.
Export of
gold.

The American mines mentioned in previous reports are now in full working order, and the German mines in process of development, and a British syndicate is now in possession of the Unsan gold mine, generally considered to be the richest mine in the country, it being known to Coreans as the "Pearl of Corea."

American and
German
mines.
Messrs.
Pritchard
Morgan and
Co.'s mine at
Unsan.

The history of the concession is briefly as follows:—In Sep-
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tember, 1898, Messrs. Burn, Murdoch and Hay, acting as agents for Mr. Pritchard-Morgan, M.P., obtained, through the instrumentality of Her Britannic Majesty's Chargé d'Affaires at Söul, a concession entitling them to locate a mining area of 60 by 40 li (20 by 13½ English miles). In November last Mr. Pritchard-Morgan, accompanied by a staff of geologists under Dr. Jack, LL.D., F.G.S., arrived in Söul, and proceeded to the Unsan district, in the Ping-an province, to examine a gold mine which for many years had been worked in a primitive manner by the Coreans, and the district in which this mine is situated was finally selected as the site of the concession. Considerable opposition to the selection was shown by the Household Department, which has charge of all mines, and a keen controversy arose which did not cease until well on in March of the present year, when the Corean Government admitted the validity of the title, and placed Mr. Pritchard-Morgan in full possession. The mines are now in full work, about 500 men in all, mostly Coreans, being employed thereon. Machinery is being ordered from home, and it is anticipated that in a year or so the sound of the stamp mill will be heard in the Unsan Valley. The district has been re-named "Gwendoline," to prevent confusion with the American gold mines, which are situated at Woonsan, the Corean pronunciation being very similar. The mines have the reputation of being the richest in the country, and the opinions of Dr. Jack and Mr. Gustav Braecke, the present manager of the mines, point to the conclusion that their value has not been over-estimated. The gold-bearing strata is a sedimentary deposit extending for a great distance, and is similar in many respects to the deposits on Witwatersrand in South Africa.

District
re-named
"Gwen-
doline."

Opportunities
for capitalists.

Corea may be said to offer a very fair field for capitalists who will stay in the country and watch their interests, and a word of advice to concession seekers may not be out of place. The two things requisite to success are unlimited patience and full power to accept a contract when the opportunity arrives, the delay incurred in telegraphing home and elsewhere being sufficient to give time for the growth of opposition, which may prove fatal. Söul, and indeed the whole country, is a hot-bed of intrigue, and the revolutions of the political wheel are unceasing: ministers and favourites, no matter how strong their position, are liable to be swept away at a moment's notice, and the grant of a concession which has met with the bitterest opposition under one régime may be perhaps easily obtained a few weeks afterwards. The introduction of European and American capital into the country, apart from the benefit to the Coreans in the shape of wages and other forms, tends to give a greater feeling of security as indirectly pledging more Powers to upholding the independence of the Empire, and this feeling of security is likely to react favourably on trade generally.

New ports.
Opening of
Kunsan,
Masampo,

On May 1 the three new ports of Kunsan, Masampo, and Songchin were opened to foreign trade. The first is about half way between Chemulpo and Mokpo, and the second and third a

few miles west of Fusan and north of Wonsan respectively. Of the three, Kunsan alone has any trade to speak of, the figures for that place reaching the respectable total of 46,619*l.* for the eight months, while the returns for the other two are insignificant. Masampo, however, which possesses one of the finest harbours in the East, and is situated in a rich district, is likely to develop into a port of no little importance.

Ping-yang, a large inland city, about 44 miles from the port of Chinnampo, is now open to foreign residence and trade. Negotiations for its opening had been going on for some time, but nothing definite had been settled, owing to the Korean Government being averse to opening the whole city to trade as demanded by the foreign representatives; finally, on November 11 the latter notified the Korean Government that they considered the whole city open, and should protect their nationals accordingly. To this the Korean Government replied on December 27 that the trade mart originally intended could not include the whole city, but no notice was taken of this communication, and the Government have allowed the question to slide. But the opening of Ping-yang makes little difference to the foreign trade of the country, for Japanese, in disregard of treaty stipulations, had been established there, as in other towns in the interior since the war.

Reference has been made to ginseng as a Government monopoly, and a short résumé of the procedure adopted with this valuable root may be of interest. It is grown in gardens in the Songdo district by farmers licensed by the Government to whom it is sold by them at a fixed rate, over which there is always a good deal of haggling. The Government, of course, does not pay anything like the market value for the ginseng and, moreover, as it pays in nickels which are intrinsically worth only one-fifth of their face value, the profit made is a very handsome one. In previous years the licensed farmers have got much better prices for the root from Japanese and the difficulty was got over by means of fictitious mortgages, the Japanese taking the ginseng, while the farmers complained to the Government that the Japanese had raided their fields which they were unable to protect. To such an extent had this practice grown that in order to stop smuggling the Korean Government withdrew the prohibition and permitted the export of the root on payment of duty of about 50 per cent. ad valorem; but in spite of this smuggling went on. This year, however, the matter was entrusted to Mr. McLeavy Brown, C.M.G., the Chief Commissioner of Customs, and under his personal supervision, ably supported by his staff, the whole crop was successfully and safely got in. The ginseng was sold, rather later than usual, to a Chinese syndicate, the contract of sale expressly stipulating that the 1900 crop should not be exported from Corea until after the 12th Chinese moon, i.e. January, 1901.

Since the war with Japan, Chinese interests have been in the hands of the British Legation and Chinese subjects have enjoyed

and Song-
chin.
Kunsan.
Masampo.

Opening of
Ping-yang.

Ginseng a
Government
monopoly.

Difficulties in
former years.

Harvest and
sale of 1899
crop.

Chinese
treaty.

Renting
houses in the
interior.

the benefit of most-favoured-nation treatment under which they could reside in the interior so long as the Japanese were suffered to do so ; but the new treaty between China and Corea, ratifications of which were exchanged in December last, not only contains no general most-favoured-nation clause, in this respect resembling the Japanese Treaty, but expressly stipulates that Chinese shall not rent houses or godowns outside treaty port limits under penalty of confiscation and a fine equal in amount to the value of the property confiscated. The Treaty of Japan contains no such clause as this, and if the treaty is enforced Chinese will be at a serious disadvantage vis-à-vis the Japanese in the matter of trading facilities. Seeing that the English piece-goods trade is almost entirely in the hands of the Chinese to whom we must largely look for its development, this state of affairs might give rise to serious apprehensions if there was a prospect of the treaty being rigorously enforced.

Utility of
catalogues to
merchants.

English manufacturers are far less enterprising than their American competitors in supplying merchants in the East with illustrated and priced catalogues, a circumstance which often accounts for orders, which might otherwise have been placed in England, being sent to America. I do not mean to advocate that expensive catalogues should be sent indiscriminately to every port ; but in non-manufacturing countries, such as China and Corea, where new industries are constantly being opened up, which are generally foreshadowed in the trade reports, manufacturers might find it worth their while to send their catalogues to British firms in the district concerned. With this end in view I have drawn up the following list of articles which are likely to find a market in this country, and for which catalogues (in duplicate if possible) would be gladly received by Messrs. Holme, Ringer, and Company of Chemulpo :—Gold mills, gold-mining tools, picks and shovels, hauling ropes, pumping machinery, rock-drilling machinery, agricultural implements, irrigating machinery, bridge work, electrical and telephone machinery, overhead and underground telegraph and telephone wire. Also market reports touching upon chemicals used in gold-mining, candles, hardware, quicksilver, and oilman's stores.

Reclamation
at Chemulpo
by railway
company.

A large tract of land in the foreign settlement at Chemulpo, some 15 acres, adjoining the railway and extending to the sea, has been made over to the railway company and is being filled in by them, the earth for filling in being taken from hills which will then be levelled down and make more building sites which will be sold by the Municipal Council. Reclamation of waste land is also being carried on by Chinese for the purpose of erecting godowns.

By Chinese.

By Japanese.

In last year's trade report mention is made of a reclamation of foreshore made by the Japanese in front of their settlement, and on part of this land godowns are being erected. The Japanese Municipal Council, who undertook the work, has been letting the site to Japanese for the purpose of packing rice and beans, which were brought from the country, sold to Japanese, sifted, measured and repacked for export to Japan ; but, naturally, this industry is

only fitful and not of long duration, and the Council, to recuperate themselves for their expenditure, are now allowing godowns to be erected on the land. This scheme will probably pay as land in the business part of the town is very dear and more godowns are sadly needed.

Under the Foreign Mining Concessions, dynamite, the import of which is prohibited by treaty, is temporarily allowed to be imported, and special godowns, at a safe distance from the settlement, are necessary for its storage. One has already been erected by Messrs. Meyer and Company for supplying the German mines, and an island site has been secured by Messrs. Townsend and Company, agents for Nobel's Explosive Company, Limited, of Glasgow, for a godown, the materials for which are coming from home and which is to be built under the supervision of a Shanghai firm of architects, where dynamite for the use of the American and English mines will be stored. An English company is about to establish oil tanks in Chemulpo, and proposes to place on the line a 400-ton tank steamer drawing about 10 feet so as to be able to lie in the inner harbour at any state of the tide; it is proposed to take the oil in bulk to Söul in specially constructed tanks by rail. For this purpose it is necessary that the bulk tanks should be near the station and on the buud, and such a site is not easy to find. Hitherto no oil has been imported except in tins.

Import of dynamite.

Messrs. Meyer and Co.
Messrs. Townsend and Co.

Proposed establishment of oil tanks.

A plot of ground adjoining the foreign settlement and having a sea frontage, has been purchased by an English company in Kobe, on part of which a cigarette and tobacco manufactory is to be erected; the machinery has already arrived, and a contract has been made for the building of the factory. The total area of the ground is about 3 acres, and on the remainder a factory is to be erected for dressing rags.

Cigarette and tobacco manufactory

Towards the end of the year an outbreak of plague at Newchwang and Kobe necessitated the medical inspection of all vessels arriving from those ports; Kobe has since been declared free, but no news has yet been received from Newchwang, doubtless owing to that port still being ice-bound.

Plague at Newchwang and Kobe.

Corea has joined the Postal Union, and an international post office has been opened at Chemulpo. Foreigners, however, have little or no confidence in Corean managed schemes and continue to send their letters by the Japanese Post Office, which, like all Japanese undertakings, is very efficiently conducted. The opening of the Corean Post Office has, however, compelled the Japanese Postal Authorities to accept Corean coins as payment for stamps, whereas before they would only deal in Japanese currency. Corean coins vis à vis Japanese are at a discount varying between 10 and 40 per cent., and this, of course, reduces the rate of postage accordingly.

Corea and the Postal Union.

The main road to Söul for a distance of about 3 miles from the foreign settlement has been widened and properly made up. The Corean Government, however, having made the road, consider that nothing more is necessary, and have made no provision for

Söul road.

keeping it in repair, and it is greatly to be feared that in no great space of time it will be encroached upon by hawkers and squatters and lapse into a medley of ruts and holes, not easily recognisable as a thoroughfare as it was before. The Municipal Council were approached with a view to their taking over entire control of the road, but that body did not consider itself justified in spending the funds under their control on a road outside the settlement, and which in their opinion should be maintained by the Korean authorities.

During all the years when a good road, as the only means, besides the river of transport to Söul was a crying necessity, the Government did nothing, and now the road has been made just when the railway has been opened and its utility from a trade point of view, has almost vanished, it is much to be regretted that the foreign municipal council could not see their way to contributing to the upkeep of the road, as a good approach, bringing with it, as it generally does, a better class of houses, is a distinct advantage to the settlement.

Proposed
establishment
of the Hong-
Kong and
Shanghai
Bank in
Söul.

The Hong-Kong and Shanghai Banking Corporation has appointed Messrs. Holme, Ringer and Co., their agents in Chemulpo, to be also their agents in Söul for a term of five years, and land has already been purchased in the capital for the erection of offices for this purpose.

In conclusion I have to acknowledge the valuable assistance which I have received in the compilation of this report from the Commissioners of Customs at the ports, from Mr. Bennett of Messrs. Holme, Ringer and Co., and from Mr. H. A. Ottewill of Her Britannic Majesty's Consular Service.

Annex I.—RETURN of all Shipping Entered at the Open Ports of Corea during the Year 1899.

| Flag. | Chemulpo. | | | | | | Fusan. | | | | | | Wonsan. | | | | | |
|-----------|--------------------------|--------|--------------------------|---------|--------------------------|--------|--------------------------|---------|--------------------------|--------|--------------------------|---------|--------------------------|-------|--------------------------|--------|--|--|
| | Sailing. | | | Steam. | | | Sailing. | | | Steam. | | | Sailing. | | | Steam. | | |
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | | |
| | | | | | | | | | | | | | | | | | | |
| Japanese | 294 | 12,441 | 233 | 137,591 | 536 | 22,243 | 418 | 236,729 | 47 | 4,810 | 180 | 91,433 | | | | | | |
| Chinese.. | 77 | 787 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | | |
| German | .. | .. | 3 | 2,398 | .. | .. | .. | .. | .. | .. | 1 | 953 | | | | | | |
| Russian.. | .. | .. | 27 | 23,763 | 1 | 110 | 16 | 14,215 | 12 | 1,363 | 18 | 13,880 | | | | | | |
| Corean .. | 178 | 4,702 | 99 | 18,521 | 9 | 132 | 35 | 12,719 | .. | .. | 57 | 15,233 | | | | | | |
| Norwegian | .. | .. | .. | .. | .. | .. | 1 | 18 | .. | .. | .. | .. | | | | | | |
| Total | 649 | 17,890 | 363 | 182,263 | 646 | 22,534 | 470 | 263,681 | 59 | 6,173 | 206 | 121,559 | | | | | | |
| " 1898 | 252 | 25,624 | 306 | 160,735 | 723 | 23,893 | 840 | 219,107 | 49 | 4,360 | 206 | 115,256 | | | | | | |

COREA.

RETURN of all Shipping Entered at the Open Ports of Corea during the Year 1899—continued.

| Flag. | Chinnampo. | | | Mokpo. | | | Kunsan.* | | |
|--------------|--------------------|--------|--------------------|--------------------|-------|--------------------|--------------------|-------|--------------------|
| | Sailing. | | Steam. | Sailing. | | Steam. | Sailing. | | Steam. |
| | Number of Vessels. | Tons. | Number of Vessels. | Number of Vessels. | Tons. | Number of Vessels. | Number of Vessels. | Tons. | Number of Vessels. |
| Japanese .. | 251 | 7,175 | 58 | 86 | 4,952 | 204 | 26 | 785 | 20 |
| Chinese .. | 168 | 1,821 | .. | .. | .. | .. | 4 | 37 | .. |
| German .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Russian .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Corean .. | 257 | 4,907 | 81 | 21 | 380 | 49 | 50 | 1,233 | 50 |
| Norwegian .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total .. | 676 | 13,903 | 139 | 107 | 5,332 | 253 | 80 | 2,055 | 72 |
| " 1898 .. | 419 | 9,890 | 163 | 159 | 4,266 | 149 | .. | .. | .. |

* Opened to foreign trade, May 1, 1899.

RETURN of all Shipping Entered at the Open Ports of Korea during the Year 1899—continued.

| Flag. | Masampo.* | | | | | | Songchin.* | | | | | | Total for Korea. | | | | | |
|-----------|--------------------|-------|--------------------|--------|--------------------|-------|--------------------|--------|--------------------|--------|--------------------|---------|--------------------|-------|--------------------|--------|--------------------|-------|
| | Sailing. | | | Steam. | | | Sailing. | | | Steam. | | | Sailing. | | | Steam. | | |
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Japanese | .. | 257 | 54 | 2,747 | 8 | 138 | 62 | 7,491 | 1,269 | 52,800 | 1,179 | 604,150 | .. | .. | .. | .. | .. | .. |
| Chinese.. | .. | .. | .. | .. | .. | .. | .. | .. | 249 | 2,696 | .. | 8,341 | .. | .. | .. | .. | .. | .. |
| German.. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | .. | .. | .. | .. | .. | .. | .. |
| Russian.. | .. | .. | .. | .. | .. | .. | .. | .. | 13 | 1,473 | 61 | 51,863 | .. | .. | .. | .. | .. | .. |
| Corean .. | 3 | 52 | 6 | 2,623 | .. | .. | 42 | 8,378 | 518 | 11,466 | 419 | 86,649 | .. | .. | .. | .. | .. | .. |
| Norwegian | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 18 | .. | .. | .. | .. | .. | .. |
| Total .. | 29 | 309 | 60 | 5,370 | 3 | 138 | 104 | 15,869 | 2,049 | 68,324 | 1,666 | 746,020 | .. | .. | .. | .. | .. | .. |
| " 1898 | .. | .. | .. | .. | .. | .. | .. | .. | 2,202 | 73,078 | 1,164 | 596,892 | .. | .. | .. | .. | .. | .. |

* Opened to foreign trade, May 1, 1899.

COREA.

Annex II.—RETURN of Principal Articles of Export to Foreign Countries from the Open Ports of Korea during the Years 1899-98.

| Articles. | Chemulpo. | | Fusan. | | Wonsan. | | Chinnampo. | | Mokpo.* | | Kunsan.* | | Masampo.* | | Songchin. | |
|----------------------------|-----------|---------|---------|---------|---------|--------|------------|--------|---------|--------|----------|-------|-----------|-------|-----------|-------|
| | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. |
| Beans .. | 43,953 | 9,639 | 91,249 | 9,609 | 22,949 | 9,609 | 36,863 | 1,925 | 3,608 | 847 | 124 | 306 | ... | ... | ... | ... |
| Hêche-de mer .. | 180 | 247 | 4,979 | 5,336 | 5,336 | 1,866 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cattle .. | ... | ... | 1,877 | 2,182 | 2,182 | 24 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cow-hides .. | 17,702 | 8,510 | 12,164 | 7,288 | 10,699 | 6,785 | 1,108 | 120 | 3,074 | 1,171 | 14 | ... | ... | ... | ... | ... |
| Fish manure .. | ... | 310 | 1,381 | 8,679 | 1,087 | 2,166 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " fresh, dried, and salted | 25 | 3,072 | 1,341 | 20 | 16 | ... | ... | ... | 31 | 15 | ... | ... | ... | ... | ... | ... |
| Ginseng .. | 37,979 | 97,446 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Millet .. | 60 | 3,667 | ... | 14 | ... | ... | 2,302 | 16 | ... | ... | ... | ... | ... | ... | ... | ... |
| Nutgalls .. | 1,219 | 1,338 | 1,618 | ... | ... | ... | ... | ... | 211 | 86 | 32 | ... | ... | ... | ... | ... |
| Paper .. | 2,587 | 1,228 | 1,380 | 57 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Rice .. | 61,075 | 103,240 | 42,060 | 200 | 478 | 18,296 | 6,126 | 32,565 | 21,406 | 968 | 664 | 6 | ... | ... | ... | ... |
| Seaweed .. | 284 | 2,942 | 7,591 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Skins (all kinds) .. | 1,769 | 2,942 | 261 | 917 | 385 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Wheat .. | 1,102 | 3,402 | 4,829 | 110 | ... | ... | 1,767 | 439 | 17 | 6 | 1 | ... | ... | ... | ... | ... |
| Other exports .. | 3,731 | 4,918 | 18,486 | 10,062 | 12,753 | 3,323 | 338 | 1,075 | 626 | ... | 63 | 2 | ... | ... | ... | ... |
| Total .. | 161,456 | 234,364 | 182,228 | 284,194 | 57,114 | 24,769 | 64,673 | 8,712 | 41,161 | 24,857 | 818 | 38 | ... | ... | 306 | ... |

* Opened to foreign trade, May 1, 1899.

| | 1899. | | 1898. | |
|----------------------------|-------------------|--------------|-------------------|--------------|
| | Currency. | Sterling. | Currency. | Sterling. |
| Total exports for Korea .. | Yen. 4,997,845 | £ 499,784 | Yen. 5,706,469 | £ 570,696 |

Annex III.—RETURN of Principal Articles of Foreign Import (Net) during the Years 1899-98.

| Articles. | Chemulpo. | | Fusan. | | Wonsan. | | Chinnampo. | | Mokpo. | | Kunsan.* | | Masampo.* | | Sungghin.* | |
|---------------------------|-----------|---------|---------|---------|---------|--------|------------|--------|--------|--------|----------|-------|-----------|-------|------------|-------|
| | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. |
| Cotton goods— | | | | | | | | | | | | | | | | |
| Shirtings— | | | | | | | | | | | | | | | | |
| English | 52,780 | 72,408 | 51,293 | 52,923 | 25,680 | 26,916 | 14,496 | 9,700 | 14,412 | 6,388 | 1,330 | 1,330 | 694 | 143 | 143 | ... |
| Japanese | 186 | 173 | 34 | 349 | 2 | 106 | ... | 83 | ... | ... | 77 | ... | ... | ... | ... | ... |
| American | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Lawn and muslins | 5,009 | 4,045 | 6,772 | 13,343 | 568 | 1,314 | 211 | 595 | 447 | 637 | ... | ... | 30 | ... | ... | ... |
| Sheetings— | | | | | | | | | | | | | | | | |
| English | 52,796 | 47,039 | ... | ... | 11 | 93 | 49 | 440 | 1,806 | 177 | ... | ... | ... | ... | ... | ... |
| Japanese | 27,324 | 28,021 | ... | ... | ... | 79 | ... | ... | 387 | 32 | 7,625 | ... | ... | ... | ... | ... |
| American | 851 | 1,015 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Chinese | 68 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Indian | ... | ... | ... | ... | ... | 48 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Japanese piece goods.. | 9,464 | 12,453 | 20,105 | 24,568 | 38,248 | 39,354 | 2,331 | 3,309 | 881 | 454 | 137 | ... | 1,101 | ... | 379 | ... |
| Yarn— | | | | | | | | | | | | | | | | |
| English | 4,514 | 6,081 | 16 | 6 | 1,284 | 2,193 | 1,441 | 669 | 114 | ... | 127 | ... | 1,606 | ... | 100 | ... |
| Japanese | 91,097 | 68,822 | 21,808 | 12,281 | 2,506 | 3,041 | 21,567 | 14,928 | 2,649 | 677 | 5,495 | ... | ... | ... | ... | ... |
| Chinese | ... | 196 | ... | ... | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Indian | ... | ... | 45 | 12 | 11 | 322 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Drills— | | | | | | | | | | | | | | | | |
| Dyed | ... | ... | ... | ... | 2,156 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| English | 2,162 | 2,163 | 3,618† | 2,719† | 39 | 848 | 29 | 90 | 6 | ... | ... | ... | 13† | ... | ... | ... |
| Japanese | ... | 13 | 1 | 124 | ... | 93 | ... | ... | ... | 12 | ... | ... | ... | ... | ... | ... |
| American | 786 | 719 | ... | ... | 271 | 342 | ... | ... | 97 | 55 | ... | ... | ... | ... | ... | ... |
| Other cottons | 21,299 | 37,616 | 6,709 | 5,771 | 4,830 | 13,196 | 1,334 | 1,563 | 2,918 | 2,251 | 1,640 | ... | 89 | ... | ... | ... |
| Total cotton goods | 286,299 | 281,454 | 108,453 | 112,297 | 76,616 | 87,917 | 41,938 | 31,609 | 23,617 | 10,735 | 16,329 | ... | 3,552 | ... | 622 | ... |
| Woolen goods | 4,403 | 4,644 | 621 | 804 | 229 | 435 | 43 | 37 | 516 | 125 | 17 | ... | 3 | ... | ... | ... |
| Miscellaneous piece goods | 633 | 720 | 11 | ... | 63 | 88 | 16 | 4 | 5 | 27 | ... | ... | ... | ... | ... | ... |
| Metals | 8,641 | 16,516 | 10,710 | 25,933 | 3,381 | 8,577 | 1,601 | 3,270 | 1,144 | 2,772 | 402 | ... | 253 | ... | 68 | ... |

† Includes American.

* Opened to foreign trade, May 1, 1899.

RETURN of Principal Articles of Foreign Import (Net) during the Years 1899-98—continued.

| Articles. | Chemulpo. | | Fusan. | | Wusan. | | Chinsampo. | | Mokpo. | | Kusan.* | | Masampo.* | | Sungghin.* | |
|-----------------------------------|-----------|---------|--------|---------|---------|---------|------------|--------|--------|--------|---------|-------|-----------|-------|------------|-------|
| | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. |
| Sundries— | | | | | | | | | | | | | | | | |
| Bags and rope ... | 292 | 5,260 | 7,397 | 7,512 | 1,322 | 1,418 | 2,906 | 2,777 | 726 | 1,043 | 294 | ... | 103 | ... | 75 | ... |
| Dyes ... | 4,768 | 3,979 | 1,704 | 1,911 | 918 | 808 | 351 | 608 | ... | 204 | 81 | ... | 17 | ... | ... | ... |
| Grass-cloth ... | 26,848 | 26,064 | 6,274 | 7,280 | 1,883 | 2,668 | 1,162 | 2,318 | ... | 487 | 314 | ... | 172 | ... | ... | ... |
| Matches ... | 4,428 | 4,797 | 3,885 | 5,890 | 1,651 | 1,866 | 2,054 | 1,785 | 1,178 | 676 | 843 | ... | 237 | ... | 174 | ... |
| Kerosene oil— | | | | | | | | | | | | | | | | |
| American ... | 23,860 | 14,917 | 17,351 | 13,481 | 5,346 | 6,625 | 5,720 | 3,456 | 1,710 | 769 | 1,035 | ... | 251 | ... | 315 | ... |
| Japanese ... | 79 | 782 | 20 | 284 | 509 | ... | 690 | ... | 224 | 68 | 66 | ... | ... | ... | ... | ... |
| Russian ... | 38 | 223 | 1,692 | 223 | 22 | ... | ... | ... | 6 | 87 | ... | ... | 49 | ... | ... | ... |
| Millet ... | 3 | 41,296 | 610 | 197 | 3,680 | 2,668 | ... | ... | ... | ... | ... | ... | ... | ... | 73 | ... |
| Mining supplies ... | 17,657 | ... | ... | ... | ... | ... | 584 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Provisions ... | 5,188 | 6,702 | 2,462 | 2,608 | 650 | 459 | 322 | 869 | 311 | 176 | ... | ... | 79 | ... | ... | ... |
| Sake and samshu ... | 3,175 | 4,010 | 6,528 | 4,249 | 2,642 | 1,753 | 301 | 201 | 772 | 988 | 136 | ... | 26 | ... | 16 | ... |
| Salt ... | 825 | 954 | 8,868 | 13,892 | 2,108 | 4,062 | 1,046 | 362 | 607 | 171 | ... | ... | ... | ... | 443 | ... |
| Silk piece-goods ... | ... | 57,904 | 7,450 | 11,167 | 4,727 | 7,015 | ... | 296 | ... | 1,194 | ... | ... | 25 | ... | ... | ... |
| Chinese ... | 38,049 | ... | ... | ... | ... | ... | 1,990 | ... | 1,493 | ... | 1,353 | ... | ... | ... | ... | ... |
| Japanese ... | 1,475 | ... | ... | ... | ... | ... | 5 | ... | 129 | ... | ... | ... | ... | ... | ... | ... |
| Railway plant and machinery ... | 23,683 | 32,750 | ... | ... | ... | ... | 99 | ... | ... | ... | 48 | ... | ... | ... | ... | ... |
| Sugar ... | 4,189 | 6,822 | 1,528 | 2,537 | 1,516 | 870 | 519 | 338 | 320 | 404 | 70 | ... | 35 | ... | 8 | ... |
| Timber and building materials ... | 3,784 | 23,637 | 2,976 | 4,295 | 284 | 486 | 606 | 660 | 1,006 | 2,316 | 280 | ... | 212 | ... | 1 | ... |
| Other sundries ... | 104,894 | 157,342 | 27,382 | 33,034 | 20,040 | 25,196 | 7,944 | 8,695 | 8,068 | 7,706 | 2,104 | ... | 1,105 | ... | 1,023 | ... |
| Total sundries ... | 263,089 | 402,618 | 95,025 | 103,280 | 46,892 | 55,834 | 26,309 | 23,906 | 17,067 | 16,381 | 6,740 | ... | 2,221 | ... | 2,128 | ... |
| " Imports ... | 545,050 | 705,962 | 214,36 | 247,294 | 126,171 | 162,371 | 69,917 | 58,676 | 42,349 | 30,040 | 23,488 | ... | 6,129 | ... | 2,819 | ... |

* Opened to foreign trade, May 1, 1899.

| Total Imports from Corea | 1899. | | 1898. | |
|--------------------------|------------|-----------|------------|-----------|
| | Currency. | Sterling. | Currency. | Sterling. |
| | Yen. | £ | Yen. | £ |
| | 10,307,828 | 1,030,738 | 11,823,267 | 1,194,643 |

Annex IV.—COAST Trade between Treaty Ports in Native Produce (Net).

| Port. | Imports. | | Exports. | |
|-----------------|-----------|-----------|-----------|-----------|
| | 1899. | 1898. | 1899. | 1898. |
| | Yen. | Yen. | Yen. | Yen. |
| Chemulpo | 750,254 | 1,315,189 | 107,455 | 232,338 |
| Fusan | 316,665 | 478,140 | 558,440 | 556,227 |
| Wonsan | 545,113 | 450,093 | 560,574 | 768,106 |
| Chinnampo | 45,089 | 70,432 | 258,604 | 611,976 |
| Mokpo | 130,292 | 97,467 | 219,483 | 216,788 |
| Kunsan | 51,327 | .. | 171,804 | .. |
| Masampo | 8,688 | .. | 21,064 | .. |
| Songchin | 39,406 | .. | 56,406 | .. |
| Total | 1,886,784 | 2,411,371 | 1,948,830 | 2,380,385 |

Annex V.—CUSTOMS Revenue.

| Year. | | | | | | Amount. |
|------------|----|----|----|----|----|-----------|
| | | | | | | Yen. |
| 1899 | .. | .. | .. | .. | .. | 902,955 |
| 1898 | .. | .. | .. | .. | .. | 1,000,451 |
| 1897 | .. | .. | .. | .. | .. | 1,113,169 |
| 1896 | .. | .. | .. | .. | .. | 691,782 |

Annex VI.—GOLD Export to Foreign Countries.

| Year. | | | | | | Amount. |
|------------|----|----|----|----|----|-----------|
| | | | | | | Yen. |
| 1899 | .. | .. | .. | .. | .. | 2,933,382 |
| 1898 | .. | .. | .. | .. | .. | 2,375,725 |
| 1897 | .. | .. | .. | .. | .. | 2,034,079 |
| 1896 | .. | .. | .. | .. | .. | 1,890,412 |

| From— | Value. | |
|----------------|-----------|-----------|
| | 1899. | 1898. |
| | Yen. | Yen. |
| Chemulpo | 1,789,080 | 1,258,635 |
| Fusan | 132,377 | 145,560 |
| Wonsan | 1,011,925 | 971,530 |
| Total | 2,933,382 | 2,375,725 |

| To— | | | | | Value, | |
|-------|----|----|----|----|-----------|-----------|
| | | | | | 1899. | 1898. |
| | | | | | Yen. | Yen. |
| Japan | .. | .. | .. | .. | 2,049,477 | 1,192,588 |
| China | .. | .. | .. | .. | 883,905 | 1,183,137 |
| Total | .. | .. | .. | .. | 2,933,382 | 2,375,725 |

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE ISLAND OF CUBA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2361.

*Presented to both Houses of Parliament by Command of Her Majesty,
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*Report on the Trade and Commerce of the Island of Cuba for the
Year 1899*

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(Received at Foreign Office, June 14, 1900)

Cuba's first year under American rule has been somewhat of a disappointment, as much to Americans as to Cubans. It was confidently expected that the new administration would bring with it a great revival of trade; that much needed public works would be undertaken, and that capital would flow in to rehabilitate the island's crippled industries. Few, however, of these expectations have been realised. It is true that a notable increase took place at first in the importations, but as no corresponding improvement occurred in the exports, it carried with it no elements of permanence. Some capital was introduced, but rather for the acquisition of established properties already yielding regular returns, such as cigar factories and railways, than for opening up new enterprises or reconstructing those which were no longer productive. Finally, the decision of the United States Government to allow no concessions to be granted in Cuba for the present, though unquestionably conceived in the true interests of the island, had the effect of checking development and discouraging capital.

It is doing no more than common justice to the United States officials here to say that no responsibility for the non-fulfilment of these expectations can attach to them. So far as their authority went they have worked honestly and in good faith in what they conceived to be the best interests of the island, and it is not easy to see what more they could have done. The one thing it was not in their power to give to Cuba was the one thing she needed most, namely, the establishment of a permanent form of government.

It can readily be understood that the economic reconstruction of a country in the condition to which Cuba was reduced at the end of the war, can only be effected by the assistance of capital, which naturally looks for guarantees in the form of a permanent and settled Government. The essentially temporary nature of a military occupation makes it obviously insufficient for the purpose, and Generals Brooke, Ludlow, and Lee, all called attention

to this in their official reports published at the end of 1899, and pointed out that until satisfactory guarantees were afforded in this direction, capital would continue to hold aloof.

In the interest of all countries having commercial relations with Cuba, no less than in that of Cuba herself, it is to be hoped that an end will be put to the present uncertainty before the resulting evils assume an acute phase.

Data relating
to the whole
island.
Area and
population.

The publication of the results of the new census taken in October, 1899, shows that the loss of life during the late insurrection, though unquestionably great, was not so great as had been supposed. It will be seen from the following table that the population of Cuba at the present day is very little less than in 1887, when the last census was taken, so that the actual loss is practically represented by the absence of the natural increase which might have been expected in twelve years under normal conditions.

No systematic survey of the whole island has ever been made, and the estimates of its area given in geographies and other works of reference differ very widely. The following figures are the results of four separate computations made by the Spanish Government in 1827, 1835, 1862, and 1878, and as such are, I think, likely to be more nearly accurate than those quoted by other authorities:—

POPULATION of Cuba by Provinces showing the Area and Density of Population of each.

| Province. | Population. | | | Area. | Density of Population. |
|---------------------|-------------|-----------|-----------|------------|------------------------------|
| | 1877. | 1887. | 1899. | | |
| | | | | Sq. miles. | |
| Havana | 426,425 | 451,928 | 424,804 | 2,265 | 187 |
| Pinar del Rio .. | 189,220 | 225,891 | 173,064 | 5,145 | 34 |
| Matanzas | 250,728 | 259,578 | 202,444 | 3,506 | 58 |
| Santa Clara | 312,386 | 354,122 | 356,586 | 7,524 | 47 |
| Puerto Principe .. | 55,459 | 67,789 | 88,234 | 7,429 | 12 |
| Santiago de Cuba .. | 203,405 | 272,379 | 327,715 | 10,125 | 32 |
| Total .. | 1,487,623 | 1,631,687 | 1,572,797 | 35,994 | 44 |

NOTE.—The density of population is calculated per square mile on the population of 1899.

It will be observed that the two easternmost provinces, Santiago and Puerto Principe, together represent half the area of the whole island, but only contain one quarter of the population.

The most densely populated province is that of Havana.

POPULATION of Cuba by Race and Sex.

Population by
race and sex.

| Race. | Sex. | | Total. | Percentage. |
|----------------------|---------|---------|-----------|-------------|
| | Male. | Female. | | |
| Native, white | 447,373 | 462,926 | 910,299 | 57·89 |
| Foreign, white | 115,740 | 26,458 | 142,198 | 9·05 |
| Negro | 111,898 | 122,740 | 234,638 | 14·91 |
| Mixed | 125,500 | 145,305 | 270,805 | 17·21 |
| Chinese | 14,694 | 168 | 14,857 | 0·94 |
| Total | 815,205 | 757,592 | 1,572,797 | 100·00 |

Many of those who have been of opinion that the question of race would add very materially to the difficulties attendant on the formation of a Cuban Government, will be surprised to find that the negroes and coloured people only represent 32 per cent. of the whole population. This is due to the constant influx of white immigrants which has been going on for many years, principally from Spain and the Canary Islands; and, judging from the fact that 15,000 of these immigrants arrived in Havana during the year 1899, there seems to be no reason for believing that the alteration in the political condition of the island will affect its continuance.

The sexes would be very equally balanced were it not for the great excess of men over women among the foreign population.

POPULATION of Cuba by Age and Sex.

Population
by age.

| Age. | Sex. | | Total. | Percentage. |
|-----------------------|---------|---------|-----------|-------------|
| | Male. | Female. | | |
| Under 5 years | 65,904 | 64,974 | 130,878 | 8·3 |
| From 5 to 17 years .. | 276,881 | 276,047 | 552,928 | 35·1 |
| " 18 " 20 " .. | 54,427 | 57,148 | 111,575 | 7·1 |
| " 21 " 44 " .. | 297,765 | 256,157 | 553,922 | 35·2 |
| " 45 years upwards | 120,228 | 103,266 | 223,494 | 14·3 |
| Total | 815,205 | 757,592 | 1,572,797 | 100·0 |

It will be seen by the foregoing table that the proportion of children under five years of age is unusually small, which may be accounted for by the privations they had to undergo during the latter part of the insurrection and the war.

48 per cent. of the total adult population (over 18 years) were unmarried; 37 per cent. were either married or widowed; and 15 per cent. were living in concubinage.

36 per cent. of the population over 10 years of age can read and write.

Imports and
exports.

It is to be regretted that detailed statistics of the import and export trade of the whole island are not as yet obtainable, but through the courtesy of Colonel Bliss, the Collector of Customs, I am enabled to give the total values imported and exported at each of the different ports, which are of great interest in showing the commercial and economical condition of the country and the relative importance of the different districts.

RETURN showing the Imports and Exports of Merchandise into and from the Island of Cuba according to Ports of Entry.

| Porta. | Value. | |
|--------------------------|------------|-----------|
| | Imports. | Exports. |
| | £ | £ |
| Havana | 9,791,021 | 5,126,678 |
| Cienfuegos | 1,035,505 | 1,029,810 |
| Santiago de Cuba | 758,009 | 121,827 |
| Matanzas | 898,971 | 743,003 |
| Cardenas | 259,212 | 757,860 |
| Manzanillo | 176,504 | 117,875 |
| Gibara | 163,395 | 133,784 |
| Sagua la Grande | 158,648 | 371,784 |
| Caibarien | 146,176 | 290,808 |
| Nuevitas | 145,025 | 32,010 |
| Guantanamo | 112,540 | 184,573 |
| Baracoa | 27,511 | 42,304 |
| Trinidad | 26,992 | 46,619 |
| Tunas de Zaza | 16,832 | 6,723 |
| Batabano | 3,246 | .. |
| Santa Cruz | 2,030 | 12,785 |
| Total | 18,221,617 | 9,016,893 |

NOTE.—The above figures do not include the movement of specie, which shows a net importation of 652,628*l*.

The most noticeable feature in the return is of course the great excess of imports over exports, which, as the island is wholly dependent for the payment of its purchases abroad on what it can produce, constitutes a condition of things which it is obvious cannot be maintained.

Two circumstances tend to aggravate the situation :—

Firstly, the value of the imports given is their invoice value at the port at which they were embarked, without reckoning freight or expenses, which, of course, must be added to arrive at their true cost in the port of their destination. The amount of these expenses varies according to the class of merchandise, but taking into consideration as well the tendency to understate invoice values, I feel sure that 10 per cent. might be added to the majority of the imports without any fear of exaggeration. In the

case of live-stock the difference is much greater. Horned cattle, 400,000 head of which were imported, are valued in these returns at an upshot price of 4*l.* each, while the lowest cost of any cattle landed in Cuba is 8*l.*, representing an undervaluation of over 1,500,000*l.* under this head alone.

On the other hand, the value of the exports represent very accurately their true market value here, so that the difference occurs only on the import side and forms an important addition to the already large balance of trade against Cuba.

Secondly, judging from the more detailed returns which are available as to the nature of the imports at Havana, which constitute 75 per cent. of the total merchandise imported into the whole island, it does not appear that any large amount of tools, industrial machinery, or material for public works were introduced, which might represent the investment of foreign capital to be employed in opening up new enterprises; the great bulk of the imports being rather for food, clothing, liquors, and other articles of habitual consumption which call for periodical replenishing.

The greater part of this excess importation was covered by the amount realised by the sale last year of certain railways and cigar factories to foreign (principally British) companies, but, of course, the permanent alienation of properties to meet current necessities cannot be indefinitely repeated, and unless there is a large increase in the exports in the current year, a great falling-off must be expected in the import trade.

The following statistics of the trade of the whole island in 1891-92, though not very recent, are not without value as affording a basis for comparing the movement of to-day with that of two fairly prosperous years under the Spanish régime :—

| Year. | Value. | |
|--------------|------------|------------|
| | Imports. | Exports. |
| | £ | £ |
| 1891 | 10,616,907 | 16,955,191 |
| 1892 | 13,102,695 | 19,059,283 |
| 1899 | 13,221,617 | 9,016,893 |

The only branch of imports into the whole island in 1899 for which data are forthcoming is that of live-stock, the particulars of which are as follows :—

| | Number of Head. | Remarks. |
|----------------------------|-----------------|------------------------------------|
| Horses, mules and asses .. | 9,955 | |
| Wills, cows and calves .. | 60,690 | For breeding purposes |
| Steers | 339,139 | Part for food and part for working |
| Hogs | 37,803 | The greater part for food |
| Sheep and goats .. | 3,615 | " " " |
| Total | 451,202 | |

Of the horned cattle of all kinds 109,573 head were imported from the United States, and the remainder from Mexico, Central America, and Venezuela.

The prices paid for cattle have ranged from 3*d.* to 4*d.* per lb. live weight. The weights usually range from 600 to 900 lbs. each. The largest cattle imported are the Texan, though some of the Mexican cattle are nearly as heavy.

The principal exports from the island are sugar and tobacco. The minor items are cabinet and dye-woods, honey and wax, sponges, and fruits. A large quantity of copper, iron, and manganese ores used to be exported from the south-eastern part of the island before the insurrection (the export in 1892 amounting to 350,000 tons), but during hostilities the mines were closed down and work has not as yet been resumed.

Sugar is raised principally in the provinces of Santa Clara, Matanzas, and Havana, and is exported through the following ports :—

| Ports. | Province. | Quantity. | |
|------------------|-------------------|-------------------|----------------------|
| | | Exported in 1899. | Proportion of Total. |
| | | Tons. | Per Cent. |
| Cienfuegos | Santa Clara | 71,362 | 22·5 |
| Cardenas | Matanzas | 69,981 | 21·5 |
| Matanzas | " | 62,658 | 19·0 |
| Havana | Havana | 29,784 | 9·0 |
| Sagua | Santa Clara | 29,137 | 9·0 |
| Caibarien | " | 23,573 | 8·0 |
| All others | " | 37,713 | 11·0 |
| Total .. .. | .. .. | 324,158 | 100·0 |

The value of sugar exported in 1899 was 3,952,410*l.*, being at the rate of 12*l.* 4*s.* per ton, a price considerably above the average of recent years.

All the high-class tobacco, both in leaf and made up into cigars and cigarettes, is shipped through the port of Havana, the shipments from other ports such as Gibara, Santiago, and Cien-

fuegos being low grade leaf tobacco. The total value exported in 1899 exceeded 4,200,000 $\text{\$}$. The details will be found under the head of exports from Havana.

The island of Cuba presents the anomaly of a purely agricultural and exceptionally fertile country dependent very largely on foreign countries for its food supply. The limits of this report do not permit of examining at length the causes which have led to this state of things; it is sufficient to point out its existence and the important bearing it has on its foreign commerce. Commerce.

A reference to Annex B will show that the value of the food products (including liquors and two-thirds of the live-stock which must be reckoned as food) imported into Havana in 1899 amounted to over 5,000,000 $\text{\$}$, or 51 per cent. of the total imports into that port, without taking into account the undervaluation to which I have called attention in the paragraph on imports and exports. If the same proportion be applied to the total imports into the whole island we find that 6,740,000 $\text{\$}$. represented imports of food alone (in other words, absolute necessities), in which it is hard to see how any economies could be effected except perhaps in quality, and that only to a limited extent. If we deduct this amount from the value of the exports we find a surplus of only 2,272,000 $\text{\$}$., with which to provide for clothing and all the other necessities of a country containing a population of 1,500,000, and without any manufacturing industries whatever; a sum which is manifestly inadequate.

The deduction to be drawn is sufficiently obvious. The island must either produce more articles for export, or it must raise more food products at home and import less from abroad. The most practicable solution is unquestionably the latter, as far less capital is required for cultivating maize, beans, rice, and vegetables than for producing sugar, which has hitherto been considered as the staple export.

Whatever solution may be ultimately found, there can be no doubt that the island will in the immediate future have to pass through a period of poverty, during which the importations will fall considerably below last year's figures, and will be restricted to absolute necessities of life, and to the cheaper grades of other commodities.

Although an additional complication has been added to the already sufficiently confusing system of Cuban currency by the introduction of the American dollar, Spanish gold and silver currency is still the principal money used in ordinary commercial transactions, and exchange is always quoted on the basis of the Spanish gold dollar. Currency.

Customs duties, postage stamps, and telegrams are reckoned in United States currency worth approximately 4 $\text{\$}$. to the dollar the Spanish gold dollar, which is most generally used, is worth between 3 $\text{\$}$. 8 d . and 3 $\text{\$}$. 9 d .; and the Spanish silver dollar, which is the currency employed for all minor payments, has varied during the past year between 2 $\text{\$}$. 7 d . and 3 $\text{\$}$. 3 d ., with a mean value of about 3 $\text{\$}$. 1 d .

It is hard to realise how complicated the daily business of life becomes when it is necessary to use for every transaction two kinds of money, the relative value of which is subject to daily fluctuations. As an illustration of this I will assume that the same conditions existed in London, and that a shilling in silver was not equivalent to a gold shilling and was not worth a twentieth part of a 1*l.*, but some lesser amount which varied from day to day. In order to make a gold payment of say 16*s.* 11*d.*, assuming that silver was on that particular day at 22 per cent. discount, it would be necessary either to pay it all in silver coin, in which case the premium on the whole amount (4*s.* 9*d.*) would have to be added, making a total payment in silver of 1*l.* 1*s.* 8*d.*; or it might be paid by giving a sovereign and receiving the 3*s.* 1*d.* change in silver plus the corresponding gold premium which would amount to about 10*d.* The hopeless confusion such a system would cause at the ticket office of a London railway station, at the box office of a London theatre, or at any of the large shops or co-operative stores, can be more easily imagined than described; and it is incredible that it should actually be in use to-day in a civilised country under the control of the Government of so eminently practical a people as the Americans. Efforts have been made it is true to introduce the United States gold dollar here, but they have met with persistent opposition from the commercial and industrial classes, who realise that its acceptance would mean in practice an increase of at least 10 per cent. and in many cases 25 per cent. to the already excessive cost of living, and incidentally to the cost of production of everything on which the island depends for its prosperity. It does not seem however that there should be any particular difficulty in devising some means whereby the existing gold coins or others of similar intrinsic value might be retained, and subsidiary silver coinage with some fixed relation to the other be introduced; but like so many other necessary reforms this will probably have to await the establishment of some form of government of a permanent nature.

Exchange.

Exchange on London has varied very little during the past year. It is quoted in Spanish gold dollars on the basis of a theoretical par of exchange of 4*s.* 6*d.* to the dollar (4 dol. 44 c. to the 1*l.* sterling). The rates for bills on London at three days' sight in 1899 were as follows:—

| | | | | | Premium. | Equivalent to per £ Sterling. |
|---------|----|----|----|----|-----------|-------------------------------------|
| | | | | | Per cent. | Dol. c. |
| Highest | .. | .. | .. | .. | 21½ | 5 40 |
| Lowest | .. | .. | .. | .. | 19½ | 5 29 |
| Mean | .. | .. | .. | .. | 20½ | 5 35 |

Manufactures.

No data have as yet been officially published to show the number and capacity of the sugar factories in Cuba which are in

working order to-day, but from private sources I am inclined to believe that there are between 200 and 230, or about 60 per cent. of what there were before the war.

The tobacco manufacturing industry is carried on principally in the capital, where there are 93 cigar and 44 cigarette factories.

Very few of the minor manufacturing industries are to be found in Cuba, where apparently all the enterprise and capital in the country has been devoted to agriculture alone.

As soon as a permanent Government is established and the future conditions of the island are defined, a great variety of articles might be profitably manufactured here which are at present chiefly imported from abroad, as for instance:—Boots and shoes, straw hats, paper and cardboard, matting, common pottery, building bricks and tiles, glazed tiles for flooring, furniture, beer, aerated waters, &c.; while there would be a very good opening to supply many of the large towns with electric light plants, ice factories, foundries, steam joineries, and telephone systems.

Mining has never been extensively practised in Cuba, although Mines copper, iron, and manganese deposits of considerable extent are found in the province of Santiago de Cuba, and have been more or less intermittently worked during the past century with fairly good results. The industry was quite paralysed during the insurrection and work has not been resumed since.

Graphite and asphalt of a very superior quality are worked in a small way in the province of Santa Clara, and there are also said to be indications of petroleum.

Amongst other metals and minerals which are known to exist in different parts of the island I may mention gold, quicksilver, zinc, lead, and antimony, but they have not been sufficiently worked to show whether the deposits are of any commercial importance or not.

The forests of Cuba constitute a source of wealth which has Forests. not as yet been much worked. Besides those privately owned, there are estimated to be nearly 1,250,000 acres of forest land belonging to the State, distributed over the different provinces.

The merits of Cuban cabinet woods, such as mahogany and cedar, are too well known in the world's markets to call for more than passing mention, but besides these there are many other forest products such as dyes, fibres, gums and resins, and oils, the value of which is not appreciated here, which might if worked form an important addition to the exportable wealth of the island.

Cheap freights are, however, essential for such industries, and until the Government takes some steps towards facilitating transportation from the forest districts to the coast by the construction of cart roads or railways, it is not likely that capital will be attracted in this direction.

The prosperity of Cuba has for so many years been bound Sugar. up with and dependent on the sugar industry that it is looked upon here almost as heresy to suggest that other industries might be equally if not more profitable. There is no doubt but that the fertility of the soil and the degree of perfection which has

been attained in the manufacture of sugar places the Cuban planters in an advantageous position as compared with those of other tropical sugar-producing countries; but the competition of beet sugar of late years has so reduced prices that the margin of profit, even under the most favourable conditions, is nothing like what it used to be. In the case of mills already established and in working order it is scarcely necessary to say that all that they require is a sufficiency of cane to enable them to yield fair returns; but, on plantations where the machinery and buildings have been destroyed and only the land remains, it may well be doubted whether in the majority of cases it would be worth while to replace them, or whether the large capital this would call for could not be employed more profitably in the cultivation of other products. The subject is one of vital importance to Cuba, and it is to be hoped that the Government will collect and publish statistics on the subject which may serve as a guide to intending investors both native and foreign.

The local consumption of sugar varies from about 40,000 to 50,000 tons per annum, so that by adding this amount to the number of tons exported, making due allowance for the stocks in hand, the true production can be ascertained. The exports in 1898 amounted to 251,098 tons and in 1899 to 324,158 tons, but it is probable that in 1900 there will be a great falling-off, as, owing to the continued drought last summer, the cane remained very small and yielded a smaller proportion of juice than usual.

Tobacco.

The best tobacco in Cuba is grown in the district known as "Vuelta Abajo" in the province of Pinar del Rio, and in parts of the province of Havana, and a fair class is also raised in the province of Santa Clara. Almost all the above is exported through the port of Havana. An inferior grade of tobacco comes from the eastern provinces, and is exported through the ports of Gibara on the north and Santiago on the south side of the island.

Tobacco plantations on a large scale are quite the exception, as no machinery is required, and the success of the crop depends very largely on the personal attention and care bestowed upon it by the cultivator, for which reason the industry is specially suited to the small farmer class. The only capital required, outside the value of the land, is for agricultural implements, working bullocks, and material for drying and curing sheds, which are usually of the most primitive description, and respectable men who know the business can always obtain these locally on credit, the more so as the crop comes to maturity in a comparatively short time.

Great activity has been shown in this direction in the past year and employment has thus been found for many people who had been ruined by the war, with the result that the crop of 1900 will probably be exceptionally large. An estimate published by the Secretary of the Agricultural Commission of Pinar del Rio in March of this year, puts the probable yield of that province at 500,000 bales, averaging between 90 and 100 lbs. each, and the extent of land under cultivation at 38,700 acres, equivalent to a yield of about 1,230 lbs. per acre. As this would be nearly double

an average year's crop, I am inclined to think that the estimate is perhaps a little too sanguine.

The raising of stock of all kinds, especially cattle, has always Stock-raising. been a lucrative industry in Cuba in times of peace, as pasture and water are plentiful, the climate is equable, and there are few insect pests or diseases.

The home market is large, as meat is widely used by all classes as an article of diet, and moreover there is a constant demand for working bullocks for farm use. For this reason cattle never figured as an article of export, and many people will therefore be surprised to learn that the profits of the industry in the early part of the last decade were little, if at all, inferior to those derived from the cultivation and manufacture of sugar, while the capital represented by the live-stock alone, without taking the value of the farms into consideration, was over 18,000,000*l*. The current expenses connected with this industry are very small.

The following table shows the total number of head of live-stock of all kinds in the island at the end of 1891 and 1892 with their estimated value:—

The prices of horned cattle are probably rather under than over stated, as among them is included working bullocks worth from 9*l*. to 10*l*. each.

| Class. | Value per Head. | On December 31, 1891. | | On December 31, 1892. | |
|--------------|--------------------|-----------------------|------------|-----------------------|------------|
| | | Number. | Value. | Number. | Value. |
| | <i>£</i> <i>s.</i> | | <i>£</i> | | <i>£</i> |
| Horses | 10 0 | 581,416 | 5,314,160 | 595,805 | 5,958,050 |
| Mules | 30 0 | 48,309 | 1,299,270 | 49,645 | 1,489,350 |
| Asses | 4 0 | 1,839 | 7,356 | 1,910 | 7,640 |
| Cattle | 4 0 | 2,455,788 | 9,823,152 | 2,585,309 | 10,341,236 |
| Hogs | 1 4 | 570,194 | 684,282 | 535,362 | 642,434 |
| Goats | 0 7 | 8,980 | 3,125 | 7,378 | 2,582 |
| Sheep | 0 7 | 78,492 | 27,472 | 89,793 | 31,427 |
| Total | .. | .. | 17,158,767 | .. | 18,472,719 |

The official returns show that in the year 1892 325,488 head of cattle, 121,844 hogs, and 13,471 sheep and goats were killed for food, and paid the slaughter-house tax, the aggregate weight of the meat being over 100,000,000 lbs., and the value, estimated at the prices above-mentioned, 1,452,879*l*.

This does not include the animals killed in the country districts remote from any licensed slaughter-house.

As no cattle were then being imported into Cuba, the amount thus consumed, added to the difference between the number of head in the island at the end of 1891 and that at the end of 1892, represents the true increase of one year. The money value of this increase, reckoned at the same prices, amounted in the case of cattle, hogs, goats, and sheep to 1,932,577*l*., and in the case of horses, mules, and asses, to 834,254*l*., making a total of 2,766,831*l*., or about 15 per cent. on the capital represented.

This once flourishing industry was absolutely annihilated during the late insurrection, and practically no longer exists.

Complete returns of the stock in the whole island at the end of 1898 are not obtainable, but the following official data of the horned cattle remaining in three of the provinces are sufficient to serve as a basis for estimating the remainder, and it is not, I think, too much to assume that other live-stock suffered in more or less the same proportion :—

COMPARISON of the Number of Horned Cattle in the Island of Cuba at the end of the Years 1892 and 1898.

| Provinces. | Number. | | Remarks. |
|------------------------|-----------|---------|--|
| | 1892. | 1898. | |
| Havana | 358,673 | 29,486 | Civil Governor's Report, 1899 |
| Matanzas | 272,159 | 8,800 | Military Governor's Report, 1899 |
| Santa Clara.. .. | 770,911 | 66,000 | Military Governor's Report, 1899 |
| Pinar del Rio | 1,188,566 | 88,067 | Estimate based on the returns of the other three provinces |
| Puerto Principe | | | |
| Santiago de Cuba | 2,585,809 | 192,343 | |
| Total | | | |

NOTE.—Falling off between the years 1892 and 1898 approximately 92½ per cent.

To re-stock the farms to any large extent would in the present impoverished condition of the country be an impossibility, as the lowest price for imported cattle is now about double the price of Cuban cattle eight years ago, without making any allowance for losses from the acclimatisation fevers to which all foreign animals are more or less liable. The island therefore will in future have to depend on foreign countries, for some considerable time at least, for its meat supply.

The only real data available as to the present consumption of beef are those of the Municipality of Havana, which show an average of 7,113 cattle slaughtered in the capital per month, which, on a population of 235,000, gives an average of 36 head for every 100 inhabitants, without reckoning hogs and sheep. Allowing a somewhat smaller rate of consumption for the other large towns, and a very low rate (only one animal for every 20 inhabitants) for the country districts, the amount required for the whole island can scarcely be less than 240,000 steers, or about two-thirds of the consumption in 1892. At the average price of 8*l.* per head this would represent a value of 1,920,000*l.*, practically all of which would have to be imported.

Poultry
farming.

Poultry farming is another industry which was almost completely destroyed during the insurrection. In an interesting

pamphlet recently published by the Association of Merchants and Manufacturers of Havana it is stated that before the war 25,000 fowls, worth about 1s. 10d. each, and 1,500,000 eggs, worth 7s. 6d. per 100, used to be consumed weekly in the city of Havana, representing together a value of 400,000*l.* per annum, all of which were raised in the island. Since the end of 1898 comparatively few Cuban fowls or eggs have been obtainable, and the Havana market is now principally supplied from abroad, the imports of eggs averaging 900,000 a week, and of fowls 10,000 a week. The price is very little higher than formerly, at any rate, to the wholesale dealer, but the amount which has to be remitted abroad to pay for them (over 200,000*l.*) constitutes another not inconsiderable drain on the resources of the island.

Under the head of commerce I have called attention to the dependence of Cuba on foreign countries for its food supply, a dependence which is noticeable even in ordinary vegetables and fruit. For years past potatoes, beans, onions, olives, grapes, and other similar articles, all of which can be successfully raised here, have been imported in considerable quantities from Spain and the Canary islands, and the official returns show that in the last 10 years from 100,000*l.* to 120,000*l.* worth of fresh vegetables were exported annually from the United States to Cuba. In 1899 the importation of potatoes into the port of Havana alone amounted to 1,000,000 bushels, valued at 150,000*l.*, although excellent potatoes can be grown here and brought to maturity within 65 days after planting. Vegetables and fruit.

There is no reason why Cuba, far from importing, should not do a large business by exporting early vegetables for the United States markets, which could not fail to be profitable. Excellent oranges, bananas, pineapples, and cocoanuts can also be raised for export, and are actually exported, though as yet to a rather limited extent, the proximity of Cuba to the United States giving her a certain advantage over the other West Indian islands in all articles of a perishable nature.

There are 950 miles of railway in operation in Cuba owned Railways. and controlled by 15 separate companies, most of which are small local organisations. Four of these companies are British, and they control together 551 miles of the total mentioned. The aggregate share capital of all the railway companies is about 9,500,000*l.*, or at the rate of 10,000*l.* per mile of railway, without including their bonded indebtedness. Almost all these railways are situated in the western half of the island.

Railroad construction in Cuba has always been expensive owing to the heavy duties levied on rails, rolling stock, and materials of all kinds, and also in part to the high price which often had to be paid for right of way. This ought not to be the case in future, now that the duties have been reduced, as although wages are rather dear, the country in the central and western provinces is not difficult from an engineering standpoint.

Freight rates are very high, and this fact has perhaps done more than anything else to discourage industrial enterprise in the

country districts outside of the cultivation of the staple products—sugar and tobacco; competition from new roads will probably rectify this in time.

Public works. Owing to the operation of the Foraker Law, which provides that no concessions shall for the present be granted for public works in Cuba, only those can be constructed for which charters had been given and were actually in force before the relinquishment by Spain of its sovereignty over the island.

The only work of any importance coming under this head is the tramway system of the city of Havana, which is now being considerably extended and relaid for electric traction.

A floating dock is also being constructed in Havana Harbour capable of lifting 5,600 tons, which it is hoped will be completed by next September.

HAVANA.

Data relating
to the port
of Havana.
Population.

The population of the capital, including the suburbs, amounts to 235,981, of which 123,258 were males and 112,723 were females. The relation of whites to coloured people is nearly the same as that for the whole island.

Health.

The mortality in the City of Havana during the year 1899 was 8,153, which on the basis of a population of 235,981 (the result of last year's census) represents 34.5 deaths per 1,000.

The causes of death were as follows:—

| | Number of Deaths. |
|---------------------------------|----------------------|
| Tuberculosis | 1,307 |
| Enteritis | 1,163 |
| Malaria | 822 |
| Affections of the heart | 629 |
| Arterial sclerosis | 484 |
| Cerebral meningitis | 397 |
| Pneumonia | 322 |
| Typhoid fever | 240 |
| Affections of the liver | 198 |
| Bronchitis | 153 |
| Cancer | 142 |
| Tetanus | 124 |
| Yellow fever | 103 |
| Other causes | 2,069 |
| Total | 8,153 |

The falling-off in the mortality from yellow fever is remarkable, and is unquestionably due very largely to the great care exercised by the United States authorities in the disinfection and sanitation of the city.

The number of yellow fever cases reported was 284, one in every three proving fatal, but the real proportion was probably

less as there is little doubt that many cases, especially those of a mild character, were not reported to the Sanitary Board.

RETURN of British Shipping at the Port of Havana during the Year 1899. British shipping.

ENTERED.

| Country. | With Cargo. | | In Ballast. | | Total. | |
|---|--------------------|---------|--------------------|--------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| United Kingdom and British colonies ... | 31 | 32,583 | 1 | 2,102 | 32 | 34,685 |
| United States ... | 137 | 152,976 | 10 | 10,744 | 147 | 163,720 |
| Mexico, Central and South America... .. | 57 | 80,587 | ... | ... | 57 | 90,587 |
| Cuban ports ... | 8 | 10,852 | 1 | 954 | 9 | 11,806 |
| All others ... | 14 | 25,148 | 1 | 1,942 | 15 | 27,090 |
| Total ... | 247 | 302,146 | 13 | 15,742 | 260 | 317,888 |

CLEARED.

| Country. | With Cargo | | In Ballast. | | Total. | |
|---|--------------------|---------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| United Kingdom and British colonies ... | 1 | 116 | 6 | 4,983 | 7 | 5,104 |
| United States ... | 27 | 48,358 | 114 | 109,595 | 141 | 157,953 |
| Mexico, Central and South America... .. | 9 | 14,549 | 45 | 50,905 | 54 | 65,454 |
| Cuban ports ... | 28 | 46,329 | 28 | 41,019 | 56 | 87,348 |
| Total ... | 65 | 109,352 | 193 | 206,507 | 258 | 315,859 |

A very remarkable increase both in number and tonnage is observable in the British shipping entered here during the last year, the above table showing a total of 260 vessels averaging 1,222 tons each, as compared with an average entry during the previous five years of 152 vessels of 1,102 tons each.

The direct trade with the United Kingdom and British colonies Direct trade. continues to be very small. Only 11 vessels (one of which was in ballast) entered from British ports, and 21 from Canadian ports. The vessels arrived from the United Kingdom were steamers averaging 2,000 tons each. Six of them brought coal cargoes, but owing to the recent rise in the price of coal in the United Kingdom this trade has been checked for the present. The remaining four called in transit to other ports, leaving a certain amount of general merchandise here.

The vessels engaged in the Canadian trade are of less tonnage than the others, averaging about 600 tons, and including several small sailing vessels. Five of them brought general merchandise from Halifax, and the rest lumber and potatoes from other ports.

Indirect trade.

In the indirect trade 147 vessels averaging 1,100 tons each found employment (many of them on time charters) in bringing general merchandise, coal, and cattle from the United States, and 57 more, of nearly the same tonnage, entered from Mexican and Central American ports almost all with cattle cargoes. The vessels entered from Cuban ports are mostly steamers which have touched at some one of the smaller ports from the United Kingdom *en route* to Havana. The vessels entered from other ports include some steamers from London which go to Antwerp to load, although they carry a considerable quantity of British merchandise.

Outward clearances.

No British vessels cleared direct to the United Kingdom with cargo, and very few took cargoes here at all. Of the 65 vessels which figure in the return as cleared in cargo, only 21 really loaded here, the others being practically in ballast so far as this port is concerned, as they only carried forward the whole or a part of the cargo they brought with them.

The number of vessels, therefore, which left here without any Cuban cargo was 237, with 286,050 tons. Comparatively few of these went to other Cuban ports to load, the great majority returning in ballast to the United States or to Mexican or Central and South American ports.

Foreign shipping.

American shipping, as is only natural, holds the first place in the Cuban trade. Almost all the American vessels which call here arrive from either United States or Mexican ports, and return to one or other of those countries; half of the tonnage being represented by the regular steamers of the Ward line which run between New York, Havana, and Vera Cruz. They do a large passenger business and carry a considerable proportion of the Cuban produce which is exported from Havana.

The Spanish carrying trade is still important and though slightly inferior in number of vessels to the British trade is superior to it in point of tonnage.

The number of Norwegian vessels has increased very notably of late. They are engaged for the most part in the cattle trade, but carry away very little cargo from Cuba.

Both German and French shipping, especially the latter, owe their importance in great measure to their having regular lines of steamers of large tonnage calling here at stated intervals.

Sail or steam.

Of the 1,814 British and other foreign vessels entered at Havana in 1899, 371 were sailing vessels averaging 310 tons each, and the remaining 1,443 were steamers averaging 1,374 tons.

Coasting vessels.

1,674 small sailing vessels averaging a little more than 100 tons each entered at Havana in 1899 in the coasting trade from different ports of Cuba. These vessels are registered at Havana and sail under a distinctive flag, which is not recognised internationally, being classified in the custom-house returns as "special of Cuba."

Freight rates.

The following are the freight rates which have ruled during the last year :—

| From— | Articles. | | Rate of Freight. | | | |
|--|------------------|-------------|------------------|----|-----|----|
| | | | From— | | To— | |
| | | | s. | d. | s. | d. |
| United Kingdom .. | General cargo .. | Per ton .. | 20 | 0 | 25 | 0 |
| United Kingdom .. | Coal .. | , .. | 8 | 6 | .. | .. |
| Canada | General cargo .. | , .. | 11 | 0 | .. | .. |
| Northern ports of the United States .. | " .. | " .. | 12 | 0 | .. | .. |
| Southern ports of the United States .. | " .. | " .. | 8 | 0 | .. | .. |
| Southern ports of the United States .. | Coal .. | " .. | 8 | 0 | .. | .. |
| Southern ports of the United States .. | Cattle .. | Per head .. | 16 | 0 | 20 | 0 |
| Mexico | " .. | " .. | 24 | 0 | 28 | 0 |
| Central and South American ports .. | " .. | " .. | 28 | 0 | 32 | 0 |

Although seamen's wages on vessels sailing from United States ports are higher than on those sailing from British ports, the freights earned more than compensate any extra expense in this direction, to say nothing of the economy in fuel. For instance a steamer with a coal cargo from Cardiff at 8s. 6d. per ton will occupy from 15 to 20 days in her voyage here, whereas one loaded at Baltimore or Philadelphia, earning almost as much, will arrive in from five to six days.

At present the amount of Cuban produce of all kinds exported from Havana is small, not exceeding probably from 75,000 to 80,000 tons, and the regular steamers of the Ward line are able to carry practically the whole of it. Were it not, therefore, that the freight rates from the United States were high enough to enable vessels to return in ballast and yet make a profit, there would not be anything like the number of British vessels calling at Havana that there are to-day.

The weight of the merchandise imported into Havana during the past year was approximately 650,000 tons, of which 400,000 tons came from the United States and the remainder from other countries.

It is not a little remarkable that, while France and Spain have lines of first-class passenger steamers running at regular intervals to and from Havana, there should be no British line. In former days the Royal Mail Steam Packet Company used to run a branch steamer to Havana and Vera Cruz to connect with their main line at St. Thomas; but owing to the inferiority of their service they could not make headway against the American competition, and after losing the Havana cigar business they gave up the struggle.

In spite of their experience, however, I feel sure that there is ample business, both in freight and passenger traffic, for a direct line to the United Kingdom, and that the establishment of one would do a great deal to stimulate trade between the two

countries. Considering the magnitude of the British merchant navy, it seems an anomaly that the United Kingdom should be dependent on Spanish and American vessels for carrying merchandise to and from Cuba, but it is none the less the case that all the cigars and tobacco exported from Cuba to the United Kingdom are sent in American steamers to New York for transshipment to Europe, while on the other hand the returns show that no less than 48 Spanish steamers with a tonnage of 91,254 tons entered Havana in cargo, direct from British ports. The explanation of this is, I think, to be found in the preference which shippers of high-class goods have for first-class steamers sailing on regular dates, and I think that if a bi-monthly line of fast steamers from Liverpool or London were established, they would have all the freight they could carry on the outward voyage, and would, at any rate, take back all the cigars and tobacco for the British market, if not also part of that required for other European countries; besides competing for the by no means unimportant passenger trade between Cuba and Europe.

**Imports by
countries.**

It is to be regretted that statistics of imports into Havana for other years are not forthcoming, so as to be able to follow up the change in the direction of trade consequent on the new political conditions.

As was only to be expected the United States now occupies the first place in the Havana import trade and supplies 42 per cent. of the total imports; Spain follows with 18 per cent.; and the United Kingdom and her colonies come third with 15 per cent.

**Nature of the
imports.**

In the official returns published by the customs authorities the value of the imports into the port of Havana is set down at 11,463,237*l*. This includes 1,672,215*l*. in specie, the greater part of which figures in the exports as having been sent out of the country again. I have, therefore, eliminated it from all statistics of imports and exports given in this report, and the figures in Annexes B and C represent the value of merchandise alone. I may, however, mention here that the excess of importation of specie over exportation in 1899 was 652,628*l*., which must, of course, be taken into due account in estimating the balance of Cuba's trade.

**Food
products.**

The following are the principal articles of food imported into Havana in 1899; rice, 357,000*l*., from Spain and India; lard, 261,000*l*., from the United States; flour, 238,000*l*., from the United States; coffee, 172,000*l*., from the United States, the product of Brazil, Mexico, and Porto Rico; jerked beef, 157,000*l*., from the River Plate; potatoes, 149,000*l*., from the United States, Canada, and the Canary islands; olive oil, 145,000*l*., mostly from Spain; beans and peas, 137,000*l*., from the United States, Spain, and Mexico; codfish, 101,000*l*., from Canada, the United States, and Norway; and finally maize, 101,000*l*., from the United States.

Considerable quantities of cheese, butter, hams, tongues, sausages, potted meats, and tinned provisions generally are also imported. Among the latter may be mentioned condensed milk, 70,000*l*.

worth of which was brought in, principally from the United States. Efforts are being made to introduce certain British brands of milk with good prospects of success.

The horned cattle imported into Havana numbered 291,207 **Live-stock.** head, of which 84,459 head came from the United States, and the remainder from Mexico, Central America, and Venezuela. Besides these, 8,384 horses, mules, and asses, 33,027 hogs, and 2,850 sheep and goats were imported, all from the United States. Further particulars about this trade will be found under the heads of imports and exports for the whole island, and stock raising.

About three-fourths of the beer and mineral waters, of which **Liquors.** last there is a fairly large consumption, come from the United States, and the remainder from the United Kingdom and Germany, and a little from Spain. The wine trade is supplied principally from Spain and France. Of spirits, gin is most widely drunk throughout Cuba, the Dutch brands being in most demand. Scotch whisky is beginning to be introduced, though as yet principally for British and American consumption.

A feature of the textile trade of Cuba is the largely-increased **Textiles.** use of cotton goods of late years as compared with linen. This is due partly to the necessity for economy, but partly also to considerations of health, as it is now very generally recognised here that cotton is far healthier for purposes of clothing.

The values of the different textiles imported were as follows :—

| Articles. | | | | | Value. |
|----------------|----|----|----|----|---------|
| | | | | | £ |
| Cotton fabrics | .. | .. | .. | . | 963,811 |
| Linen | .. | .. | .. | .. | 304,861 |
| Woollen | .. | .. | .. | .. | 132,193 |
| Silk | .. | .. | .. | .. | 68,274 |

About 25 per cent. of the cotton goods come from the United States, and the remaining 75 per cent. from the United Kingdom and Spain. In linens, Irish manufactures hold their own against Spanish.

Before leaving the subject of textiles, I may mention that 43,000*l.* worth of jute bags for sugar were imported in 1899, and that if the weather continues favourable to the growing cane a much larger quantity will be required for the crop of 1900–01.

Very little separation is made in the published statistics of **Metals.** the items which go to make up the head of metals, the largest being that of general machinery (131,621*l.*), five-sixths of which was American. Agricultural implements are set down at 57,798*l.*, but to this must be added a certain amount, probably not exceeding 10,000*l.* or 15,000*l.*, which was introduced free of duty, and is entered under a different head. Hardware and arms represent together only 25,000*l.* Considering the widespread destruction of sugar machinery during the war, it is somewhat

significant that the imports under this head only amount to 5,900*l*. Unspecified metals amount to 554,352*l*., two-thirds of which were imported from the United States.

Other articles. Among "other articles" may be mentioned: shoes to the value of 474,282*l*., imported principally from Spain and the United States; wood, and manufactures of, 194,393*l*., principally from the United States; glass and crockery, 124,184*l*., from the United States, the United Kingdom, Germany, and France; coal and coke, 186,000 tons, worth 104,096*l*., about 16,000 tons from the United Kingdom, and the rest from the United States; paper, and manufactures of, 180,102*l*., from Spain, the United States, and some of the finer grades from the United Kingdom; illuminating oils, 76,358*l*., imported exclusively from the United States in the crude state, and refined here.

Exports by countries. It would appear from official statistics of exports by countries that the United States took 83 per cent. of the total exports from Havana, but this is due to the fact that all merchandise shipped to American ports, whether for consumption or in transit, has been made into one total. It need scarcely be said that this gives rise to a very erroneous impression. In the item of cigars alone the United States is credited with imports to the value of 2,027,370*l*., whereas only 456,423*l*. were really imported for consumption, the remaining 1,570,947*l*. being re-shipped to European ports. The same error, though not to the same extent, is to be found in the shipment of leaf tobacco, and, doubtless, in other articles as well, so that it is probable that the value of the exports to the United States does not exceed, if it reaches, 50 per cent. of the total exports.

Sugar. As I have already mentioned in another part of this report, the sugar exported through the port of Havana represents relatively only a small part, less than 10 per cent., of the total product of the island. Practically all the sugar, as well as all the molasses, find a market in the United States.

Cigars and cigarettes. The returns show an export of over 215,000,000 of cigars, worth on an average 10*l*. 16*s*. per 1,000. It is generally thought among persons engaged in the trade that this figure is too high, as there was an undoubted scarcity of leaf tobacco for manufacture last year. The distribution of these cigars, as nearly as can be ascertained, was as follows:—

| Country. | Number. | Remarks. |
|-------------------------------------|------------|---|
| United States.. .. . | 38,273,150 | For consumption, as per official returns of imports |
| United Kingdom | 64,000,000 | For consumption and re-export |
| Germany, Austria, Italy, and Russia | 72,000,000 | For consumption |
| France and Spain | 11,000,000 | " |

The value of the cigars exported to the United Kingdom averaged 10*l*. 11*s*. per 1,000, and of those exported to the United States, 12*l*.

Export duty is levied on cigarettes per package, without any particular restriction as to the size of the package. Hence the number of packages affords a by no means safe guide by which to estimate the number of cigarettes exported. The average value of each package, as declared for export, was a trifle over 1½*d.* The greater part was exported to Spain and the Spanish American countries.

The exportation of leaf tobacco in 1899 was considerably below the average, both in quantity and value, the price per lb. according to the official returns, being little over 2*s.* 3*d.* Leaf tobacco.

The United States usually imports for consumption between two-thirds and three-fourths of the total exports of tobacco from this port.

Among other articles of minor importance may be mentioned: fruits, 56,027*l.*; sponges, 54,739*l.*; fibres, 24,494*l.*; and wax, 19,463*l.* Other articles of export. Beside these, 94,593*l.* worth of old metals was exported, consisting principally of dismantled machinery, and 81,827*l.* of foreign goods were re-exported.

Under the colonial régime, the Spanish merchants and shop-keepers practically controlled the trade of the whole island, both wholesale and retail, except in one or two branches, to the exclusion of foreign business houses. As was to be expected, in the absence of the healthy stimulus of competition there was no special inducement to improve upon the old established business methods, with the result that the retail establishments of Havana to-day are very far from the standard which might be expected in a modern town of its wealth and importance. Openings for British trade.

With the change in the political conditions of the island this barrier of exclusiveness has been removed, and there is no reason now why foreigners should not establish themselves here in business with profit to themselves and advantage to the community.

In wholesale transactions, especially those connected with supplies for sugar plantations, the profits are for the most part small, but in the retail trade there are excellent openings for competition in hardwares, clothing materials, and fancy goods, as the assortment is usually very limited, the qualities very inferior, and the prices very high.

General shops or stores, combining a wholesale with a retail business in a wide range of articles, would be especially profitable, as they would serve also to advertise new articles for which at present there is no demand through being quite unknown. It must, however, be borne in mind that it is not advisable to carry large stocks of goods of a delicate nature which are likely to be affected by the humidity of the air in the summer months. Among the articles in which British trade might be pushed with good prospects of success when commercial conditions improve here, I may mention the following:—

Machinery of all kinds, especially for sugar factories. British machinery has a good name in Cuba for durability, but it is not as widely used as it otherwise would be on account of being dearer than the American.

Hardware, especially for builders' purposes.

Cheap boots and shoes, of which there is a large consumption in Cuba.

Canned provisions, including condensed milk.

Preserved meat. In view of the present high prices there might be an opening here for Australian meat.

British beer is highly esteemed here, but the consumption is restricted owing to its high cost as compared to American beer.

Fancy stationery.

Finally, dry goods of all kinds, in which British manufactures ought to be able to compete favourably with Spanish now that they are on terms of equality as regards customs duties.

Conclusion.

It will be seen from the foregoing remarks that the losses sustained by Cuba during the insurrection and war, especially in the sources of her food supply, have been more serious than was generally thought to be the case, and that, without the aid of foreign capital, the building up of her industries again will be very lengthy if not an impossible task. It is, therefore, of the most vital importance to the country that everything possible should be done to encourage the investment of capital, and that no time should be lost in putting an end to the present uncertainty as to the future which is having so prejudicial an effect in retarding the work for construction.

Annex A.—RETURN of all Shipping at the Port of Havana during the Year 1899.

| Nationality. | Entered. | | Cleared. | |
|--------------------|--------------------|------------------|--------------------|------------------|
| | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. |
| British | 280 | 317,888 | 258 | 315,859 |
| Cuban | 1,674 | 174,225 | 1,565 | 166,753 |
| American | 858 | 908,516 | 800 | 882,837 |
| Spanish | 250 | 454,119 | 234 | 432,004 |
| Norwegian | 233 | 218,861 | 228 | 207,643 |
| German | 102 | 123,634 | 100 | 121,692 |
| French | 30 | 61,225 | 31 | 57,086 |
| All other | 76 | 24,141 | 59 | 28,887 |
| Total | 3,488 | 2,272,609 | 3,275 | 2,212,761 |

Annex B.—RETURN of Principal Articles of Export from Havana during the Year 1899.

| Articles. | | | | Quantity. | Value. |
|----------------------|------------|-------------|-----------|-----------|--------|
| | | | | | £ |
| Sugar | Cwts. .. | 594,682 | 308,707 | | |
| Molasses | Gallons .. | 3,137,893 | 41,304 | | |
| Rum | " .. | 1,095,359 | 45,924 | | |
| Cigars | Number .. | 215,236,371 | 2,333,989 | | |
| Cigarettes | Packets .. | 11,529,668 | 64,436 | | |
| Tobacco | Lbs. .. | 15,388,806 | 1,762,388 | | |
| Fruits | Cwts. .. | 64,228 | 56,027 | | |
| Sponges | Lbs. .. | 597,990 | 54,740 | | |
| Old metals | Tons .. | 9,836 | 54,594 | | |
| Other articles .. .. | .. .. | .. | 366,624 | | |
| Total .. .. | .. .. | .. | 5,126,678 | | |

RETURN of Principal Articles of Import to Havana during the Year 1899.

| Articles. | | | | Quantity. | Value. |
|---------------------------------|------------|-----------|-----------|-----------|--------|
| | | | | | £ |
| Food products .. .. | .. .. | .. | 8,711,502 | | |
| Live-stock | Head .. | 315,468 | 1,239,389 | | |
| Beer, wine, &c. | Gallons .. | 7,723,637 | 541,210 | | |
| Textiles .. .. | .. .. | .. | 1,548,307 | | |
| Metals | Tons .. | 31,111 | 776,595 | | |
| Shoes | Pair .. | 3,784,792 | 474,282 | | |
| Chemical products .. .. | .. .. | .. | 193,755 | | |
| Wood, and manufactures of .. .. | .. .. | .. | 194,893 | | |
| Coal and coke | Tons .. | 178,186 | 104,096 | | |
| Other articles .. .. | .. .. | .. | 1,007,492 | | |
| Total .. .. | .. .. | .. | 9,791,021 | | |

Annex C.—TABLE showing the Total Value of all Articles Exported from and Imported to the Port of Havana to and from Foreign Countries during the Year 1899.

| Country. | | | | Value. | |
|-----------------------|-------|-----------|-----------|----------|----------|
| | | | | Exports. | Imports. |
| | | | | £ | £ |
| United States .. .. | .. .. | 4,245,519 | 4,140,549 | | |
| British Empire .. .. | .. .. | 421,763 | 1,402,767 | | |
| Spain .. .. | .. .. | 78,005 | 1,874,534 | | |
| France .. .. | .. .. | 147,749 | 503,833 | | |
| Germany.. .. | .. .. | 204,400 | 316,310 | | |
| Other countries .. .. | .. .. | 34,242 | 1,553,538 | | |
| Total .. .. | .. .. | 5,126,678 | 9,791,021 | | |

CIENFUEGOS.

Trade and
commerce.

Mr. Vice-Consul Fowler reports as follows:—

At the end of 1898 this market was almost without provisions, the import trade after the cessation of hostilities having been reduced to its lowest limits, and supplies being only ordered to meet the most imperative wants. Goods on arrival were retailed at extravagant prices and could only be purchased with actual cash. The poorer classes were fed and clothed by the American Red Cross Institution, who imported the necessary goods direct from the United States. The wants of the country people were supplied in great measure by the planters on whose estates thousands had taken refuge during the war, and who fared, on the whole, better than the town people. The work of relieving the most pressing needs of the poorer classes was much facilitated by the large yield of maize which had been planted in the district in the early spring.

In the early part of the year, as confidence was gradually restored, imports of every description increased rapidly and warehouses were stocked which had long been empty. The gathering of the sugar crop was also of great benefit and aided all classes of people. A brisk trade was kept up with Jamaica in vegetables, poultry, and pigs, of which the country was totally bare, and gave employment to numerous small vessels under the British flag.

As regards British trade, rice is now coming in larger quantities viâ Liverpool instead of as formerly viâ Germany; and the same remark applies equally to jute bags. A novelty in trade is the importation of a class of beans from Liverpool known as Austrian beans. There is an increased demand for beer. British dry goods also compete favourably with those from Spain. The importations from Canada consist as usual of spruce lumber and occasional remittances of fish and potatoes, principally from the province of Nova Scotia.

Shipping and
navigation.

Some alterations in port dues have been made by the United States Government, and vessels trading here have now to pay as follows:—

| | | | | | Amount. | |
|--------------------------|----|----|---------|----|---------|----|
| | | | | | Dol. c. | |
| Harbour Improvement Tax— | | | | | | |
| Sailing vessels | .. | .. | .. | .. | 4 | 25 |
| Steam | „ | .. | .. | .. | 8 | 50 |
| Tonnage dues— | | | | | | |
| Vessels with cargo | .. | .. | Per ton | .. | 0 | 20 |
| „ in ballast | .. | .. | „ | .. | 0 | 10 |

When vessels arrive with cargo and clear in ballast, half of this amount is refunded.

The depth of water in the harbour having decreased very much

owing to want of dredging, lighters are in a greater demand than formerly.

The rates of freight for sugar in bags have varied this year between 10 and 12 c. per 100 lbs. Steamers are in general preferred by the shippers. The lumber trade is carried on in sailing vessels. Charters are almost exclusively made for the United States.

Wages have advanced considerably. Stevedores and wharf labourers are now earning 2 dol. American money per day of nine hours, and double this rate for work after 4 P.M.

The public health has in general been good, although there has been a good deal of mortality from malarial fever and dysentery. There have been, however, no cases of yellow fever or other infectious diseases, due to the precautions taken by the sanitary authorities.

Attention may be called to the rebuilding of the custom-house wharf, the construction of a new road to the tobacco district of Manicaragua and improvements to the streets and public buildings of Cienfuegos. Public works.

RETURN of all Shipping at the Port of Cienfuegos during the Year 1899

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 64 | 8,145 | 53 | 96,944 | 117 | 105,089 |
| American | 26 | 14,923 | 38 | 59,381 | 64 | 74,304 |
| Spanish | 3 | 464 | 68 | 143,239 | 71 | 143,703 |
| Norwegian | ... | ... | 64 | 57,878 | 64 | 57,878 |
| German | ... | ... | 42 | 54,543 | 42 | 54,543 |
| All other | 6 | 724 | 30 | 37,061 | 36 | 37,785 |
| Total | 99 | 24,256 | 95 | 449,046 | 194 | 473,302 |

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DIPLOMATIC AND CONSULAR REPORTS.

DENMARK.

SUPPLEMENTARY REPORT FOR THE YEAR 1898

ON THE

TRADE OF DENMARK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2301.

*Presented to both Houses of Parliament by Command of Her Majesty,
JANUARY, 1900.*

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Reference to previous Report, Annual Series No. 2301.

Supplementary Report on the Trade of Denmark for the Year 1898

By MR. CONSUL BOYLE.

(Received at Foreign Office, January 1, 1900.)

From the latest Government statistics, compiled by the Statistical Department, the foreign trade of Denmark is in a most flourishing condition, and is increasing year by year. The value of exports amounted, in 1898, to 18,131,000*l.*, which is 98,000*l.* less than the year before. On the other hand, the imports, which were 25,680,000*l.*, have increased by 2,525,000*l.* on the year before.

The following table shows the import to and the export from the free port in 1898, compared with the same figures as regards Copenhagen (including free port) and the whole country.

| 1898. | Tons. | | | | | | |
|--|---------------|-------------------|--------------|-----------|------------------|----------------|----------------------|
| | Imports. | | | | Exports. | | |
| | Coarse Goods. | Grain, Seeds, &c. | Other Goods. | Total. | Home-made Goods. | Foreign Goods. | Total Foreign Trade. |
| The free port ... | 273,000 | 285,500 | 99,000 | 657,500 | 6,500 | 102,500 | 109,000 |
| Copenhagen (including the free port) ... | 1,243,000 | 505,000 | 483,000 | 2,231,000 | 122,000 | 349,000 | 471,000 |
| The whole country ... | 2,918,000 | 978,500 | 713,500 | 4,610,000 | 538,000 | 452,500 | 990,500 |

By referring to the end of this report it will be seen that, as usual, Great Britain has by far the largest share in the foreign trade of Denmark. It amounted to 44 per cent. of the actual total weight, but only 37·7 per cent. (in 1897, 36 per cent.) of the total value. The exports to Great Britain are, however, much more valuable than the imports.

After Great Britain, Germany comes next as regards foreign trade, but here it will be noticed that the imports are far more valuable.

The following table shows the value in öre per Danish pound of goods imported to and exported from foreign countries:—

| Country | Value per Danish lb. | |
|--|----------------------|----------|
| | Imports. | Exports. |
| | Öre. | Öre. |
| Norway | 4·8 | 9·1 |
| Sweden | 4·9 | 9·0 |
| Russia | 7·2 | 8·1 |
| Germany— | | |
| Hamburg | 12·1 | 15·0 |
| Lübeck | 39·1 | 13·1 |
| Slesvig | 3·6 | 6·6 |
| Other parts of Germany .. | 12·0 | 9·5 |
| Great Britain | 2·2 | 46·4 |
| Holland | 18·8 | 5·8 |
| Belgium | 8·7 | 10·7 |
| France | 24·7 | 11·2 |
| United States | 4·8 | 4·3 |
| Total average value of imports and exports | 5·1 | 17·6 |

Shipbuilding. During 1898, 79 sailing ships were built and launched in Denmark, amounting in register tons to 3,082, and 9 steamships of 3,916 register tons; only one small sailing ship was built for Germany, and a steamship of 686 register tons for Sweden. Four newly built sailing ships of 324 register tons, and 30 steamers of 31,966 register tons, were imported into Denmark. Of this number 23 steamers of 28,557 register tons were built in Great Britain.

Increase in value of mercantile vessels. The mercantile navy of Denmark during 1898 increased with ships amounting in value to 970,000*l.*, which is double as much as the value in 1896 and 1897.

On January 1, 1899, the Danish mercantile navy consisted of 3,496 ships representing 381,289 tons register, of which 3,020 were sailing vessels of 158,155 register tons, and 476 steamships of 223,134 register tons. Besides these there were 11,724 boats of under 4 tons each, 144 crafts and lighters of 5,779 tons, and 31 steam dredging-machines of 1,411 tons; the number of sailing vessels has increased during 1898 by 24, but the tonnage has decreased by 4,776 tons, or about 3 per cent. As regards steamers, their numbers have increased by 40, and tonnage by 42,425 tons, which is about 23½ per cent. more than in 1897. Of larger vessels of upwards of 1,000 tons, there were at the end of 1898, 13 sailing vessels, 16,742 register tons, and 78 steam vessels, 116,950 register tons. Of this number 75 steamers belong to and are registered in the port of Copenhagen.

Carrying trade. Denmark's total carrying trade with foreign countries amounted in 1898 to 3,570,098 tons, a considerable increase to that in 1897, which was 2,564,000 tons.

The following table will show how the carrying trade is calculated for the different nations during the years 1897 and 1898:—

DENMARK.

5

| Nationality. | | | | | Per Cent | |
|---------------|----|----|----|----|----------|-------|
| | | | | | 1897. | 1898. |
| Danish | .. | .. | .. | .. | 48·3 | 51·0 |
| Norwegian | .. | .. | .. | .. | 9·3 | 9·4 |
| Swedish | .. | .. | .. | .. | 14·3 | 13·7 |
| Russian | .. | .. | .. | .. | 1·8 | 2·1 |
| German | .. | .. | .. | .. | 8·7 | 8·2 |
| British | .. | .. | .. | .. | 16·8 | 14·5 |
| Dutch | .. | .. | .. | .. | 0·7 | 1·0 |
| Other nations | .. | .. | .. | .. | 0·1 | 0·1 |
| Total | .. | .. | .. | .. | 100·0 | 100·0 |

On reference to the above it will be seen, as is usually the case, that British steamers and Swedish and Danish vessels have principally been occupied in the foreign carrying trade.

From an account of the Danish carrying trade based upon statistics taken and compiled from Danish Consulates abroad, it appears that this trade to and from ports in Great Britain is as in former years larger than with any other foreign country. The whole trade by Danish vessels to and from foreign (not including Danish) ports and ports of Great Britain, amounted to 4,375 clearances, with a registered tonnage of 2,010,812, or about 28 and 27 per cent. respectively of the corresponding figures for the whole of the foreign trade of Denmark. After Great Britain, Russia has about 15 and 18 per cent., and Germany follows with 18 per cent. and 12 per cent.

The whole Danish carrying trade between foreign ports amounted to 15,808 clearances, with a registered tonnage of 7,482,104 tons, of which 10,892 vessels, of 4,625,187 tons, carried cargoes, the remainder being in ballast.

TABLE showing Total Value of Exports and Imports to and from Foreign Countries during the Years 1897-98.

| Country. | Exports. | | Imports. | |
|--|------------|------------|------------|------------|
| | 1897. | 1898. | 1897. | 1898. |
| | £ | £ | £ | £ |
| Great Britain | 10,622,000 | 11,106,000 | 4,378,000 | 5,399,000 |
| Germany | 3,651,000 | 3,133,000 | 7,183,000 | 7,423,000 |
| Sweden | 1,504,000 | 1,845,000 | 2,869,000 | 2,926,000 |
| Russia | 1,132,000 | 768,000 | 2,151,000 | 2,107,000 |
| United States of America | 119,000 | 135,000 | 2,685,000 | 3,561,000 |
| South America | 9,000 | 1,000 | 385,000 | 291,000 |
| Norway | 532,000 | 563,000 | 413,000 | 459,000 |
| Holland | 40,000 | 18,000 | 436,000 | 476,000 |
| France | 103,000 | 48,000 | 593,000 | 508,000 |
| Belgium | 57,000 | 59,000 | 393,000 | 431,000 |
| Danish possessions .. | 230,000 | 203,000 | 164,000 | 194,000 |
| Other countries and bonded warehouses .. | 230,000 | 252,000 | 1,505,000 | 1,900,000 |
| Total | 18,229,000 | 18,131,000 | 23,155,000 | 25,680,000 |

RETURN of all Shipping between Foreign Ports and the Ports of Denmark during the Year 1898.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|---------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 45 | 5,940 | 680 | 626,791 | 725 | 632,731 |
| Danish | 5,864 | 257,178 | 10,131 | 2,999,695 | 15,995 | 3,256,873 |
| Swedish | 6,428 | 265,721 | 1,288 | 342,033 | 7,716 | 607,754 |
| German | 1,956 | 85,983 | 2,033 | 437,802 | 3,989 | 523,785 |
| Norwegian | 1,088 | 133,491 | 880 | 296,636 | 1,968 | 430,127 |
| Russian | 188 | 44,255 | 173 | 99,896 | 361 | 144,151 |
| Dutch | 142 | 12,579 | 64 | 37,569 | 206 | 50,148 |
| Other countries ... | ... | ... | 9 | 4,686 | 9 | 4,686 |
| Total | 15,711 | 805,147 | 15,258 | 4,845,108 | 30,969 | 5,650,255 |
| „ for the year preceding ... | 14,805 | 767,608 | 14,885 | 4,577,602 | 29,690 | 5,345,210 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|---------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 41 | 5,835 | 631 | 540,424 | 672 | 546,259 |
| Danish | 5,697 | 271,808 | 10,166 | 3,009,056 | 15,863 | 3,280,864 |
| Swedish | 6,606 | 272,539 | 1,373 | 369,815 | 7,979 | 632,354 |
| German | 2,041 | 90,323 | 2,068 | 442,690 | 4,109 | 533,013 |
| Norwegian | 1,052 | 123,172 | 898 | 296,882 | 1,950 | 420,054 |
| Russian | 203 | 49,008 | 185 | 105,852 | 388 | 154,860 |
| Dutch | 134 | 11,359 | 62 | 37,594 | 196 | 48,953 |
| Other countries ... | ... | ... | 10 | 5,095 | 10 | 5,095 |
| Total | 15,774 | 824,044 | 15,393 | 4,797,408 | 31,167 | 5,621,452 |
| „ for the year preceding ... | 14,825 | 780,983 | 14,829 | 4,497,807 | 29,654 | 5,278,790 |

No. 2374 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

DENMARK.

REPORT FOR THE YEARS 1896-97 TO 1900-01

ON THE

FINANCES OF DENMARK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2154.

Presented to both Houses of Parliament by Command of Her Majesty,
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No. 2374.

Annual Series.

Reference to previous Report, Annual Series No. 2154.

Report on the Finances of Denmark for the Years 1896-97 to 1900-01 by Mr. Alan Johnstone, Secretary of Her Majesty's Legation at Copenhagen.

(Received at Foreign Office, January 8, 1900.)

The closed accounts for the financial year 1898-99, which have lately been published, have enabled me to draw up tabulated statements of the exact revenue and expenditure of the Danish Government for the last three financial years. In order to facilitate a comparison between the revenue and expenditure respectively of each year, I have placed the revenue account in parallel columns on one sheet (p. 4), and the expenditure account grouped in a similar manner on a second sheet (p. 6). On a third sheet (p. 8) will be found a recapitulation of the revenue and expenditure of each year showing the balance in the hands of the State on March 31, 1897, 1898, and 1899 respectively. This balance is at the end of each financial year credited to the Treasury (Statskasse), and the greater part of it is invested in the National Bank and other financial establishments on deposit, and figures in the closed accounts as receipts under the heading of "interest on State assets."

Comparison
between
closed
accounts for
1896-97,
1897-98, and
1898-99.

The following table gives the revenue for the years 1896-97, 1897-98, and 1898-99, taken from the closed accounts for these years:—

CLOSED Accounts for 1896-97, 1897-98, and 1898-99.

REVENUE.

| | Amount. | | | | | |
|--|-------------|------|-------------|------|-------------|------|
| | 1896-97. | | 1897-98. | | 1898-99. | |
| | Kroner | Öre. | Kroner | Öre. | Kroner | Öre. |
| Net revenue of State domains | 745,947 | 60 | 772,155 | 83 | 894,316 | 19 |
| Interest on State assets | 8,950,663 | 87 | 5,412,329 | 47 | 4,277,204 | 16 |
| Direct taxation | 10,304,581 | 54 | 10,451,954 | 55 | 10,612,063 | 26 |
| Indirect taxation— | | | | | | |
| 1. Stamps | 3,443,857 | 87 | 3,748,233 | 49 | 4,386,133 | 31 |
| 2. Succession duty | 1,345,593 | 13 | 1,439,138 | 72 | 1,311,365 | 89 |
| 3. Transfers | 910,095 | 17 | 1,004,986 | 7 | 1,190,576 | 0 |
| 4. Fees | 2,248,516 | 66 | 2,383,517 | 28 | 2,605,312 | 90 |
| 5. Customs | 27,242,023 | 76 | 29,275,443 | 67 | 31,401,128 | 55 |
| 6. Special import duty | 1,476,251 | 40 | 1,537,660 | 70 | 1,642,916 | 4 |
| 7. Spirits | 3,140,555 | 63 | 2,994,501 | 39 | 2,914,774 | 68 |
| 8. Beer | 4,223,506 | 14 | 5,648,327 | 87 | 5,966,635 | 10 |
| 9. Various... .. | 467,013 | 49 | 294,450 | 76 | 434,594 | 2 |
| Total of indirect taxation | 44,497,518 | 75 | 48,304,259 | 93 | 51,753,434 | 49 |
| Posts and telegraphs | 266,399 | 26 | 603,174 | 83 | 471,999 | 56 |
| Lottery | 1,227,505 | 41 | 1,107,560 | 37 | 1,089,556 | 45 |
| Miscellaneous | 842,613 | 31 | 1,181,245 | 75 | 1,081,815 | 24 |
| Revenue accruing from assets and management of State loans— | | | | | | |
| 1. Grants from assets | 1,039,384 | 25 | 818,657 | 18 | 737,997 | 64 |
| 2. Caution money | 152,500 | 0 | 186,800 | 0 | 27,300 | 0 |
| 3. Deductions from salaries taken for old age pensions | 195,151 | 31 | 240,803 | 4 | 229,886 | 53 |
| 4. Net proceeds of the loan raised abroad in accordance with the Law of November 27, 1897 | ... | ... | 69,525,048 | 35 | ... | ... |
| 5. Revenue from sale of State bonds... .. | 12,571 | 8 | 67,606 | 39 | 17,486 | 15 |
| Total | 65,235,335 | 91 | 138,681,495 | 71 | 71,193,059 | 67 |
| Equivalent in sterling | £ 3,624,185 | | £ 7,704,527 | | £ 3,955,169 | |

It will be seen on comparing the revenue for the last three years that the revenue of 1898-99 exceeds the revenue of 1896-97 by 5,957,723 kr. 76 öre (330,984*l.*). This increase is more than accounted for by the rise in the revenue from indirect taxation, the most noticeable items being the revenue from customs and beer, although nearly all the items have increased in a marked manner.

Diminution of assets from State railways.

The increase of the revenue for 1898-99 would have been still more marked had it not been for the diminution of over 1,500,000 kr. in the item, "revenue from State assets." Under this heading is included the income derived from the State railways. The estimates for 1898-99 provided for a surplus of 3,822,384 kr. (212,354*l.*) from the management of the railways, but this was diminished in the supplementary estimates by a sum of 1,247,201 kr. (70,400*l.*) owing to a law having been passed diminishing the charges for tickets and the carriage of goods. A feature of this law is that the further the journey the less in proportion is the expense, the cost of travelling from the southernmost part of the kingdom to the extreme north being exceedingly small. In fact, railway charges in Denmark are very cheap in comparison with most other European countries. It is estimated that in 1900-01 the length of the railways in Denmark

will amount to 1,800 kiloms., and in the closed accounts for 1898-99, 6,736 kr. per kilometre was received for passenger traffic, and 6,092 kr. for goods traffic.

The revenue from direct taxation has been steadily, though slowly increasing. The various items comprised under this heading are income, land, and house taxes, the details of which were fully explained by Mr. Corbett in his report No. 1565 of this Series. The revenue rose from 10,304,581 kr. (572,476*l.*) in 1896-97 to 10,612,063 kr. (589,559*l.*) in 1898-99. Direct taxation.

The increase in revenue from indirect taxation forms the most satisfactory feature of the State accounts. The two most noticeable items are customs and beer, the former having risen more than 4,000,000 kr., and the latter 1,750,000 kr. in the last three years. In the case of the customs this increase is solely due to the steady rise of imports, no fresh taxation having as yet been imposed on this source of revenue. The duty on beer was raised in 1897 to 9 kr. per tönne (about 29 gallons), with some slight exemption in favour of the smaller breweries until 1901-2. (For full details respecting this tax see my report No. 2154, pp. 10 and 11.) A steady increase in revenue from this source is confidently anticipated, as the estimated sum under this heading in the proposed Budget of 1900-01 amounts to 6,179,000 kr. (343,277*l.*) Indirect taxation.
Customs and beer.

The increase of nearly 1,000,000 kr. in stamps between 1896 and 1898 is an eloquent testimonial to the growth of business industries in Denmark. Shipping companies, breweries, and industrial enterprises have shown a steady increase of late years, the most noticeable being, perhaps, the East Indian Company, which has been formed with the purpose of developing the relations between Denmark and the Far East, and in particular those with Siam, where Danish enterprises have already succeeded in establishing a foothold. Stamps.

It will be observed that a sum of 69,525,048 kr. 35 öre (3,862,502*l.*) is charged in the revenue account of 1897-98 under the heading of "Loan raised Abroad in November, 1897." This loan was raised in Paris for the conversion of the Danish State loan of 3½ per cent., and for capital to be used in building railways. The loan amounted to 72,000,000 kr. (4,000,000*l.*) and was issued at 97½. Out of the sum thus raised nearly 59,000,000 kr. went to pay off the holders of the 3½ per cent. bonds, and the remainder amounting to about 10,500,000 kr. was paid into the Treasury and earmarked to the credit of the Minister of the Interior for gradual expenditure on State railways. Annexed is a table giving the expenditure for the years 1896-97, 1897-98, and 1898-99 respectively. Loan of November, 1897.

CLOSED Accounts for 1896-97, 1897-98, and 1898-99.

EXPENDITURE.

| | Amount. | | | | | |
|--|------------|------|-------------|------|------------|------|
| | 1896-97. | | 1897-98. | | 1898-99. | |
| | Kroner | öre. | Kroner | öre. | Kroner | öre. |
| King's Civil List | 1,000,000 | 0 | 1,000,000 | 0 | 1,000,000 | 0 |
| Royal appanages | 155,200 | 0 | 303,200 | 0 | 203,200 | 0 |
| Rigsdag | 480,000 | 0 | 410,000 | 0 | 385,000 | 0 |
| Council of State | 118,016 | 0 | 109,016 | 0 | 106,965 | 62 |
| Interest on debt— | | | | | | |
| 1. Internal | 4,806,864 | 27 | 5,219,460 | 63 | 2,580,499 | 80 |
| 2. External | 2,024,779 | 29 | 2,080,687 | 80 | 3,784,128 | 20 |
| Pensions— | | | | | | |
| 1. General | 2,215,382 | 79 | 2,207,334 | 0 | 2,226,503 | 84 |
| 2. Military | 579,769 | 47 | 573,944 | 63 | 590,607 | 60 |
| 3. Invalid | 405,472 | 32 | 525,441 | 98 | 523,071 | 7 |
| Ministry for Foreign Affairs | 580,944 | 24 | 606,018 | 24 | 602,617 | 4 |
| " of Public Works | 543,299 | 39 | ... | ... | ... | ... |
| " Interior | 5,813,339 | 21 | 4,546,372 | 15 | 5,229,901 | 87 |
| " Agriculture | ... | ... | 2,239,833 | 27 | 2,469,286 | 11 |
| " Justice | 4,061,719 | 80 | 4,198,409 | 60 | 4,285,006 | 57 |
| " Public Worship and In- | | | | | | |
| struction | 4,201,626 | 73 | 4,332,051 | 27 | 4,515,297 | 57 |
| War | 10,396,974 | 72 | 10,347,906 | 38 | 10,539,314 | 88 |
| Marine | 6,522,844 | 78 | 6,661,181 | 80 | 6,683,186 | 73 |
| Finance— | | | | | | |
| 1. Customs | 2,791,187 | 16 | 2,539,374 | 63 | 2,880,905 | 10 |
| 2. Other expenses | 1,089,116 | 24 | 1,058,018 | 19 | 1,092,906 | 31 |
| Iceland | 83,764 | 0 | 81,764 | 0 | 79,764 | 0 |
| Other and extraordinary expenditure | 5,252,064 | 15 | 4,427,022 | 89 | 7,680,606 | 66 |
| Payment of debt and expenditure on public works— | | | | | | |
| I. Redemption of National Debt— | | | | | | |
| (a) Internal debt | 1,697,998 | 6 | 60,713,041 | 17 | 1,841,100 | 87 |
| (b) External debt | 17,273 | 0 | 3,008 | 0 | ... | ... |
| II. Public works of general utility— | | | | | | |
| (a) Railways | 2,431,217 | 78 | 6,867,073 | 5 | 7,697,487 | 39 |
| (b) Other expenditure | 736,232 | 88 | 820,306 | 6 | 1,216,964 | 57 |
| (c) New railways (expenditure covered by loan of 1894) | 6,738,829 | 89 | ... | ... | ... | ... |
| Purchase of Ribe-Vedstedt Railway | 833,465 | 39 | 6,523,127 | 85* | 5,365,483 | 48† |
| III. For various works and contributions to loan and advances | 501,222 | 66 | 374,363 | 65 | 2,664,676 | 54 |
| IV. To the National Bank for loans to the communes in accordance with the Law of April 10, 1896 | ... | ... | 4,907,107 | 51 | ... | ... |
| Total | 66,967,594 | 22 | 134,740,064 | 75 | 76,269,211 | 82 |
| Equivalent in sterling | 3,664,310 | | 7,485,559 | | 4,236,622 | |

* The expenditure of this year is covered by the loan of 1897.

† Expenditure covered by the sale of State bonds in accordance with the Law of May, 1894.

Comparison of expenditure tables.

It will be seen on comparing the expenditure under various headings during the past three years that of the first four items, the King's Civil List and the salaries of the Rigsdag and the Council of State call for no special remarks. The sums allotted to the Royal Family were increased in 1897-98 by 148,000 kr. (8,222/). Of this 100,000 kr. were voted in a lump sum to H.R.H. Prince Christian, eldest son of the Crown Prince, on his marriage, and 48,000 kr. were voted to H.R.H. annually during the lifetime of the King.

Conversion of portion of debt from 3½ to 3 per cent. account-

The diminution of the rate of interest on a portion of the funded debt effected by the conversion of that portion by means of a loan raised in Paris has already been alluded to and it is

this conversion which is accountable for the general decrease in the expenditure under the heading of "Interest on Debt," and for the increase of the item "External" and the decrease of the item "Internal" under that heading. The whole question of the indebtedness of the country is dealt with in a table which is appended at a later portion of this report.

Beyond an increase of about 120,000 kr. (6,666 $\frac{1}{2}$.) in the Invalid Pensions for 1897-98 and 1898-99, the expenditure on pensions calls for no remarks, but it will be observed that at the termination of 1896-97 the Ministry of Public Works was abolished, and a Ministry of Agriculture was established. This latter Ministry took over a portion of the work previously transacted by the Ministry of the Interior. The increased expenditure of nearly 750,000 kr. in 1897-98 by the Ministry of Finance under the heading of "Customs" is accounted for by the erection of new buildings for the Department of Customs during that year.

It will be remarked that over 3,000,000 kr. more were expended in 1898-99 under the heading "Other and extraordinary expenditure" (which is made up by special contributions to all the Ministries) than was the case in 1897-98. This extra expenditure is chiefly due to the following items:—220,000 kr. (12,222 $\frac{1}{2}$.) to establish the export of meat; 520,000 kr. (28,888 $\frac{1}{2}$.) for the armaments of the sea forts; and 1,542,248 kr. (85,680 $\frac{1}{2}$.), a gift made by the State to the veterans of the war of 1848-50.

The item of 60,713,041 kr. 17 öre (3,372,946 $\frac{1}{2}$.) under the heading of "Internal Debt" (1897-98) is in connection with the loan raised abroad in 1897, to which reference has already been made, for the conversion of the above sum in Danish State Bonds bearing interest at 3 $\frac{1}{2}$ per cent. to fresh bonds bearing interest at 3 per cent.

The expenditure on railways and other works of utility has slowly increased, but loans and advances were of a far larger nature in 1898-99 than in previous years. 450,000 kr. (25,000 $\frac{1}{2}$.) were advanced to one Commune alone at 4 $\frac{1}{2}$ per cent., including sinking fund for eventual repayment, and 1,114,370 kr. (61,909 $\frac{1}{2}$.) to agricultural loan societies.

The following table gives a summary of the income and expenditure of the last three years, as well as the balance held in the Treasury at the end of each financial year. Although the Treasury balance has apparently diminished, it must be borne in mind that sums voted for railway expenditure not paid out during any particular year are carried to the credit of the Treasury at the end of that year, and that the money held in the Treasury on March 31, 1899, viz., 24,818,050 kr. 90 öre (1,378,781 $\frac{1}{2}$.) was considerably larger than the sum held on March 31, 1895, viz., 22,083,931 kr. (1,226,885 $\frac{1}{2}$.)

DENMARK.

RECAPITULATION.

| | 1896-97. | | 1897-98. | | 1898-99. | |
|--|--------------------------------|----------------|--------------------------------|----------------|------------------------------|----------------|
| | Currency. | Sterling. | Currency. | Sterling. | Currency. | Sterling. |
| Income | ^ Kroner 8re. 65,236,835 91 | £ 3,624,185 | Kroner 8re. 138,681,4 15 71 | £ 7,704,627 | Kroner 8re. 71,193,069 67 | £ 3,956,169 |
| Expenditure | 65,957,594 22 | 3,664,310 | 134,740,044 75 | 7,485,559 | 76,250,211 82 | 4,236,622 |
| Difference | - 722,268 31 | - 40,125 | + 3,941,430 96 | + 218,968 | - 5,066,152 15 | - 281,453 |
| To this should be added the balance held in the Treasury on— | | | | | | |
| March 31, 1896, viz.: | 26,665,080 40 | 1,431,390 | .. | .. | .. | .. |
| March 31, 1897, viz.: | .. | .. | 25,942,772 9 | 1,441,265 | .. | .. |
| March 31, 1898, viz.: | .. | .. | .. | .. | 29,884,203 5 | 1,660,233 |
| Total | 25,942,772 9 | 1,441,265 | 29,884,203 5 | 1,660,233 | 24,818,060 90 | 1,378,780 |

Before dealing with the estimates for the current financial year, as compared with the estimates for 1900-01, now in course of discussion by the Rigsdag, I have thought it best to conclude the survey of the finances of Denmark during the past three financial years with a comparison of the state of the National Debt, and of the interest paid on it during those years. The annexed tables show the total amount of the State Debt on March 31, 1899, to have been 206,619,568 kr. 18 öre (11,478,864*l.*), paying an annual interest of 6,364,628 kr. (353,590*l.*).

The following figures show the fluctuations in the National Debt and in the interest payable on it for the years 1896-97, 1897-98, and 1898-99 respectively:—

On March 31, 1897, the debt amounted to—

| | | | | | Amount. | | |
|---------------------------------------|----|----|----|----|-------------|------|------------|
| | | | | | Currency. | | Sterling. |
| | | | | | Kroner | öre. | £ |
| Internal debt | .. | .. | .. | .. | 129,890,188 | 24 | .. |
| External debt | .. | .. | .. | .. | 66,515,250 | 0 | .. |
| Total | .. | .. | .. | .. | 196,405,438 | 24 | 10,911,413 |
| Interest on internal debt for 1896-97 | .. | .. | .. | .. | 4,806,864 | 27 | .. |
| „ external debt for 1896-97 | .. | .. | .. | .. | 2,024,779 | 29 | .. |
| Total | .. | .. | .. | .. | 6,831,643 | 56 | 379,536 |

On March 31, 1898, the debt amounted to—

| | | | | | Amount. | | |
|---------------------------------------|----|----|----|----|-------------|------|------------|
| | | | | | Currency. | | Sterling. |
| | | | | | Kroner | öre. | £ |
| Internal debt | .. | .. | .. | .. | 69,681,101 | 22 | .. |
| External debt | .. | .. | .. | .. | 138,512,250 | 0 | .. |
| Total | .. | .. | .. | .. | 208,193,351 | 22 | 11,566,297 |
| Interest on internal debt for 1897-98 | .. | .. | .. | .. | 5,219,460 | 63 | .. |
| „ external debt for 1897-98 | .. | .. | .. | .. | 2,080,687 | 80 | .. |
| Total | .. | .. | .. | .. | 7,300,148 | 43 | 405,563 |

On March 31, 1899, the debt amounted to—

| | | | | | Amount. | | |
|---------------------------------------|----|----|----|----|-------------|------|------------|
| | | | | | Currency. | | Sterling. |
| | | | | | Kroner | öre. | £ |
| Internal debt | .. | .. | .. | .. | 68,107,318 | 18 | .. |
| External debt | .. | .. | .. | .. | 138,512,250 | 0 | .. |
| Total | .. | .. | .. | .. | 206,619,568 | 18 | 11,478,864 |
| Interest on internal debt for 1898-99 | .. | | | .. | 2,580,499 | 80 | .. |
| " external debt for 1898-99 | .. | | | .. | 3,784,128 | 20 | .. |
| Total | .. | .. | .. | .. | 6,364,628 | 0 | 353,590 |

The various loans comprising the total amount of the indebtedness of the State on March 31, 1899, were as follows:—

| | | | | | Amount. | | |
|----------------------------------|----|----|----|----|-------------|------|------------|
| | | | | | Currency. | | Sterling. |
| | | | | | Kroner | öre. | £ |
| INTERNAL DEBT. | | | | | | | |
| Fixed | .. | .. | .. | .. | 60,072,258 | 48 | .. |
| Redeemable | .. | .. | .. | .. | 6,527,105 | 46 | .. |
| Payable at certain dates | .. | .. | .. | .. | 1,499,420 | 24 | .. |
| Bearing no interest | .. | .. | .. | .. | 8,534 | 0 | .. |
| Total | .. | .. | .. | .. | 68,107,318 | 18 | 3,783,739 |
| EXTERNAL DEBT. | | | | | | | |
| 4 per cent. Hanover Loan | .. | .. | .. | .. | 186,250 | 0 | .. |
| 3 " Paris Loan of December, 1894 | .. | .. | .. | .. | 66,326,000 | 0 | .. |
| 3 " " November, 1897 | .. | .. | .. | .. | 72,000,000 | 0 | .. |
| Total | .. | .. | .. | .. | 138,512,250 | 0 | 7,695,125 |
| " indebtedness of State | .. | | | .. | 206,619,568 | 18 | 11,478,864 |

Observations
on diminu-
tion in
interest of the
Public Debt.

It will be observed that whereas the sum total of the State debt increased from 1896-97 to 1898-99, the sum of the interest diminished. It is true that the greater portion of that interest now goes to pay off loans contracted abroad, but the sum total of debt, viz., 206,000,000 kr., amounts to only about 80 kr. per head of the population, and the single asset of the State railways would, if capitalised, pay off the entire debt, and leave a small surplus. I understand that no further conversion of the debt is contemplated, and, as the military and naval expenditure of the country

appears to be almost stationary, it is difficult to see why any further indebtedness should be incurred unless large sums are required for more works of public utility, for the construction of railroads, or as grants in aid of measures of State socialism. In this connection it may be of use to compare, by means of the following table, the expenditure during the past three years for military and naval purposes, as well as the sums voted by the Rigsdag for expenditure on those objects during the current year, and the proposed expenditure for the year 1900-01:—

MINISTRY OF MARINE.

| | Closed Accounts. | | | | | | Estimates as Voted. | | Estimates. | |
|--|------------------|-----------|--------------|-----------|--------------|-----------|---------------------|-----------|--------------|-----------|
| | 1896-97. | | 1897-98. | | 1898-99. | | 1899-1900. | | 1900-01. | |
| | Currency. | Sterling. | Currency. | Sterling. | Currency. | Sterling. | Currency. | Sterling. | Currency. | Sterling. |
| | Kroner öre. | £ | Kroner öre. | £ | Kroner öre. | £ | Kroner öre. | £ | Kroner öre. | £ |
| Ordinary | 6,922,644 78 | 362,360 | 6,661,181 80 | 370,045 | 6,683,186 78 | 371,288 | 6,843,271 8 | 380,181 | 7,119,916 27 | 396,561 |
| Extraordinary (under the heading in the Budget of "other and extraordinary expenditure") | 432,850 85 | 24,047 | 468,413 57 | 24,023 | 518,618 62 | 28,812 | 434,500 0 | 24,128 | 667,400 0 | 37,077 |
| Total | 6,955,086 63 | 386,457 | 7,129,596 37 | 394,068 | 7,201,805 35 | 400,100 | 7,277,771 8 | 404,320 | 7,787,316 27 | 432,623 |

MINISTRY OF WAR.

| | Closed Accounts. | | | | | | Estimates as Voted. | | Estimates. | |
|--|------------------|-----------|---------------|-----------|---------------|-----------|---------------------|-----------|---------------|-----------|
| | 1896-97. | | 1897-98. | | 1898-99. | | 1899-1900. | | 1900-01. | |
| | Currency. | Sterling. | Currency. | Sterling. | Currency. | Sterling. | Currency. | Sterling. | Currency. | Sterling. |
| Ordinary | Kroner öre. | £ | Kroner öre. | £ | Kroner öre. | £ | Kroner öre. | £ | Kroner öre. | £ |
| Extraordinary (under the heading in the Budget of "other and extraordinary expenditure") | 10,396,974 72 | 577,609 | 10,347,908 38 | 574,883 | 10,539,314 88 | 565,517 | 10,281,089 29 | 571,171 | 10,330,218 57 | 573,901 |
| | 1,001,762 83 | 56,653 | 868,426 18 | 43,246 | 1,062,217 84 | 59,012 | 320,600 0 | 17,811 | 692,200 0 | 33,435 |
| Total... | 11,398,737 55 | 633,263 | 11,216,332 56 | 623,129 | 11,601,532 72 | 644,629 | 10,601,689 29 | 688,982 | 11,022,418 57 | 612,356 |

It will be observed that the estimates of 1900-01, both for the Ministry of War and the Ministry of Marine, exceed the estimates of 1899-1900, as voted by the Rigsdag. But it is generally the case that the estimates in both these departments are considerably reduced during their passage through the Chambers, and are, on the other hand, occasionally increased by the supplementary estimates. During 1898, when the Chambers were not in session, a sum of 520,000 kr. (28,888*l.*) was by a Royal Decree assigned to procure ammunition, &c., for the sea-forts, and this sum figures in the closed accounts for 1898-99 in the Budget of the Ministry of War under the heading of "other and extraordinary expenditure." The members of the party of the Left in the Rigsdag have protested against this appropriation of public money without the sanction of the Danish Parliament.

Estimates of both Ministries of Marine and of War generally reduced by the Rigsdag.

To conclude this report I append tables showing side by side (1) the revenue anticipated in the estimates for the current and the next financial year, and (2) the proposed expenditure for those years.

ESTIMATED Revenue for 1899-1900 Voted by the Rigsdag in March, 1899, compared with the Estimated Revenue for 1900-01, as proposed by the Government in October, 1899.

| | Amount. | | | |
|---|-------------|------|------------------------|-----------|
| | 1899-1900. | | 1900-01. | |
| | Kroner | öre. | Kroner | öre. |
| Revenue of State Domains.. .. | 823,219 | 74 | 893,423 | 88 |
| Interest on State assets | 4,845,466 | 81 | 4,443,043 | 42 |
| Direct taxation | 10,467,500 | 0 | 10,638,700 | 0 |
| Indirect taxation— | | | | |
| a. Stamps | 3,180,000 | 0 | 3,550,000 | 0 |
| b. Succession duty | 1,450,000 | 0 | 1,400,000 | 0 |
| c. Transfers | 803,000 | 0 | 916,000 | 0 |
| d. Fees | 2,441,000 | 0 | 2,555,100 | 0 |
| e. Customs | 29,327,000 | 0 | 31,575,000 | 0 |
| f. Special import duty | 1,553,000 | 0 | 1,651,000 | 0 |
| g. Spirits | 2,979,000 | 0 | 2,991,000 | 0 |
| h. Beer | 5,770,000 | 0 | 6,179,000 | 0 |
| i. Various | 510,000 | 0 | 572,000 | 0 |
| Total indirect taxation .. | 48,019,000 | 0 | 51,889,100 | 0 |
| Posts and telegraphs.. .. | 2,210 | 0 | 222,581 | 0 |
| Lottery | 1,100,000 | 0 | 1,090,000 | 0 |
| Miscellaneous | 572,002 | 0 | 538,317 | 23 |
| Revenue accruing from assets and manage- ment of State loans— | | | | |
| 1. Revenue from assets | 678,849 | 9 | 634,108 | 72 |
| 2. Caution money | 50,000 | 0 | 50,000 | 0 |
| 3. Deductions from salaries for old age pensions | 256,916 | 0 | 269,296 | 0 |
| 4. Revenue from sale of State bonds, raised in accordance with the pro- visions of the Law of May 8, 1894, and to be devoted to building rail- ways | 857,023 | 0 | { 706,500 2,000,000 | { 0 0* |
| Total | 67,672,186 | 64 | 72,875,070 | 24 |
| Equivalent in sterling .. | £ 3,759,566 | | £ 4,048,615 | |

* This sum is derived from the sale of State bonds (in accordance with the Law of March, 1899) to be advanced to agricultural labourers for the purchase of holdings.

ESTIMATED Expenditure for 1899-1900 Voted by the Rigsdag in March, 1899, compared with the Estimated Expenditure for 1900-01, as proposed by the Government in October, 1899.

| | Amount. | | | |
|--|-------------|------|-------------|------|
| | 1899-1900. | | 1900-01. | |
| | Kroner | øre. | Kroner | øre. |
| King's Civil List | 1,000,000 | 0 | 1,000,000 | 0 |
| Royal appanages | 203,200 | 0 | 203,200 | 0 |
| Rigsdag | 200,000 | 0 | 200,000 | 0 |
| Council of State | 119,016 | 0 | 119,016 | 0 |
| Interest on debt— | | | | |
| a. Internal | 2,629,700 | 0 | 2,860,900 | 0 |
| b. External | 4,198,400 | 0 | 4,198,400 | 0 |
| Pensions— | | | | |
| 1. General | 2,214,450 | 0 | 2,214,050 | 0 |
| 2. Military | 585,300 | 0 | 598,400 | 0 |
| 3. Invalid | 557,210 | 2 | 537,090 | 55 |
| Ministry for Foreign Affairs | 698,556 | 0 | 707,956 | 0 |
| " of Agriculture | 2,524,014 | 90 | 2,794,582 | 52 |
| " of the Interior | 4,904,265 | 17 | 5,581,143 | 93 |
| " of Justice | 4,602,453 | 29 | 4,698,063 | 11 |
| " of Public Worship and Instruc- tion | 4,415,265 | 77 | 5,050,145 | 34 |
| " of War | 10,281,089 | 29 | 10,330,218 | 57 |
| " of Marine | 6,843,271 | 8 | 7,119,916 | 27 |
| " of Finance | 4,429,377 | 75 | 4,165,548 | 20 |
| " for Iceland | 78,430 | 66 | 76,564 | 0 |
| Other and extraordinary expenditure in connection with the Ministries | 5,399,539 | 0 | 5,319,673 | 0 |
| For the acquisition of State property and the redemption of the public debt— | | | | |
| 1. Redemption of the internal debt | 1,702,251 | 0 | 302,731 | 0 |
| a. Redemption of the external debt | .. | .. | 1,500,000 | 0 |
| 2. Public works of general utility | 10,560,205 | 0 | 10,370,907 | 0 |
| 3. Various works: raising loans and advances | 1,348,100 | 0 | 2,229,950 | 0 |
| Total | 69,494,094 | 93 | 72,178,455 | 49 |
| Equivalent in sterling | £ 3,860,783 | | £ 4,009,914 | |

SUMMARY.

| | Amount. | | |
|------------------------------------|-------------|------|-----------|
| | Currency. | | Sterling. |
| | Kroner | öre. | £ |
| Estimated revenue for 1899-1900 .. | 67,672,187 | 64 | .. |
| „ expenditure for 1899-1900 .. | 69,494,094 | 93 | .. |
| Surplus | - 1,821,907 | 29 | 101,217 |
| Estimated revenue for 1900-01 .. | 72,875,070 | 24 | .. |
| „ expenditure for 1900-01 .. | 72,178,455 | 49 | .. |
| Surplus | + 696,614 | 75 | 38,700 |

Remarks on
the estimates
for 1899-
1900, and
1900-01.

On the revenue side of the accounts for these two years it will be seen that indirect taxation is reckoned as producing over 3,000,000 kr. more in 1900-01 than in the current financial year. This increase, and the 2,000,000 kr. (111,111 $\frac{1}{2}$ l.) produced by the sale of State bonds, account for the increased anticipated revenue of 1900-01. 2,000,000 kr. will be advanced in 1900-01, and will continue to be advanced annually during the next five financial years, to peasants desirous of purchasing small parcels of land under certain conditions prescribed by law. The Government hold the first mortgage on the land thus purchased, and charge interest calculated in the following manner. The interest on the loan (without sinking fund) is 3 per cent. Half of the money advanced does not pay extra interest for the repayment of the principal until the other half (on which 4 per cent. is charged for interest and repayment of principal, after the lapse of five years) is repaid to the State, after which this second half has to pay interest at 3 $\frac{1}{2}$ per cent., $\frac{1}{2}$ per cent. of which is in repayment of the principal. The loan (which cannot be called in by the Treasury as long as the farming of the soil is conducted according to certain conditions laid down by the Government for the proper management of the land) pays nothing as redemption of the principal during the first five years after its advance. The increased expenditure of 1900-01 is mainly accounted for by the advance of these 2,000,000 kr. during that year.

Estimated
deficit in
1899-1900,
and surplus
in 1900-01.

It will be remarked that a deficit of 1,821,907 kr. 29 öre (101,217 $\frac{1}{2}$ l.) is anticipated during the current financial year, and a surplus of 696,614 kr. 75 öre (38,700 $\frac{1}{2}$ l.) during the year 1900-01, but it must be borne in mind that the estimates for this latter year are framed on the closed accounts for 1898-99, and that it may reasonably be expected that the receipts from indirect taxation will be far larger than anticipated, and that the expenditure on railways will not be as large as the amount set down in the expenditure column. The estimated expenditure for 1899-1900 is (if the 2,000,000 kr. already mentioned are omitted from calculations) about 500,000 kr. less than the expenditure for 1900-01,

whilst the revenue for this latter year is calculated as sufficient to produce a surplus during that year, and as this surplus will be raised without any additional taxation, it may fairly be argued that the expected deficit of the present year will be probably small, and may possibly entirely disappear.

From the foregoing statistics it will be gathered that the financial condition of Denmark continues to be of the most satisfactory character. The expenditure on the State railways, which has been a perpetual drain on the Exchequer for the last few years, will shortly be greatly diminished, and the revenue derived from them appears, in spite of the low tariffs, to be on the increase.

Denmark has of late years exhibited a decided tendency towards State socialism. The State at the present time contributes one-half of the funds required for old-age relief, the remaining half being contributed from local funds. When the Old Age Relief Act was passed in 1891, the contribution of the State was limited to 2,000,000 kr. (111,111*l.*). Last year the limit was raised to 2,500,000 kr. (138,888*l.*), and it is not impossible that before long a further sum may be demanded from the State coffers. The State acts as banker in many instances to the Communes, and, as I have already mentioned, is pledged during the next five years to advance in all 10,000,000 kr. (555,555*l.*) to labourers for the purchase of small holdings on the security of a mortgage on the land thus acquired.

A Bill has lately passed the Second Chamber for abolishing the payment of tithe on land by the agricultural proprietors, and for making the State responsible for the upkeep of churches, and the incomes of the clergy, to which purposes the tithe was in the main devoted. This Bill will, if it passes the First Chamber (which is, I understand, improbable), cost the Treasury 50,000,000 kr. (2,777,777*l.*), or about two-thirds of an ordinary annual budget.

It is no part of my province to express an opinion as to whether such measures involving large grants from State funds are likely to be beneficial in the end to the whole nation. I can only repeat that some statesmen and financiers view any increase in such legislation with no favourable eye, and are of opinion that these measures are a danger to the financial prosperity of the kingdom, and a hindrance to individual initiative.

Denmark compares favourably in prosperity with any European country. She has suffered, as all countries have, from agricultural depression, but her people have faced this depression bravely, and have done their best to counteract its effects by renewed efforts to improve their products.

The financial houses in Copenhagen are justly celebrated for their conservative and prudent manner of conducting business and although the Danes have naturally suffered from the prolonged lock-out in all the industries connected with the building trade which occurred in the summer of 1899, and from the universal tightness in the money market which prevailed during

last autumn, and still continues, yet there has been little real uneasiness amongst the commercial classes.

Bills involving changes in the tariff, the heightening of the excise tax on brandy, and increase in direct taxation, have been again brought forward by the Government, but are hardly likely to pass into law during the present session of the Rigsdag, and all that can be said concerning these measures is that they are expected to increase the well-being of the country, which, however, as far as can be judged, is, under the present system, both prosperous and progressive.

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REPORT FOR THE YEAR 1899

ON THE

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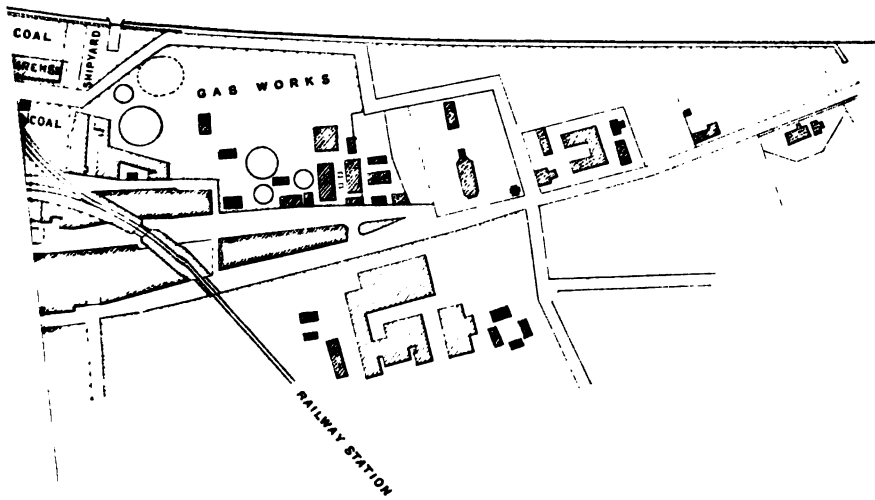
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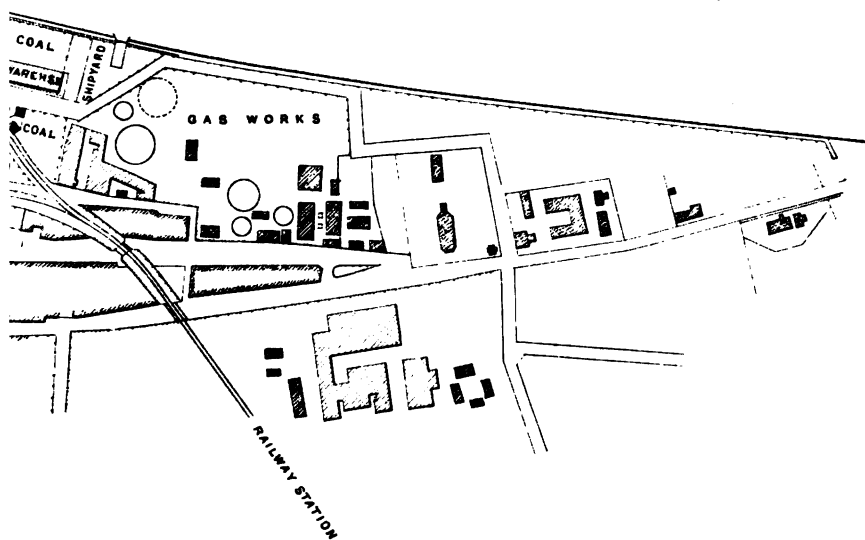
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EXPORTS to Foreign Countries during the Year 1899.

| Articles. | Quantity. |
|---|-----------|
| | Tons. |
| Salt | 285 |
| Manure | 1,331 |
| Cereals— | |
| Maize | 2,622 |
| Barley, oats, rye, wheat | 4,047 |
| Bran | 112 |
| Oil-cake | 2,988 |
| Hay and straw | 558 |
| Live cattle | 3,000 |
| Meat and bacon | 2,427 |
| Butter | 3,865 |
| Eggs | 2,392 |
| Hides and skins | 80 |
| Coal | 1,975 |
| Old iron, &c. | 954 |
| Sundries: petroleum, liquor, rape-seed, textiles, rags, yeast, sugar, &c. | 149 |

IMPORTS from Foreign Countries during the Year 1899.

| Articles. | Quantity. |
|---|-----------|
| | Tons. |
| Groceries, spices, fruits, cakes, tobacco | 1,621 |
| Salt, saltpetre, soda | 3,025 |
| Manure, superphosphates, &c. | 10,250 |
| Cereals— | |
| Maize | 78,293 |
| Barley, oats, rye, wheat | 21,706 |
| Flour, meal, rice, sago, &c. | 3,326 |
| Bran | 9,927 |
| Seeds: clover, rape, &c. | 6,872 |
| Oil-cake | 45,743 |
| Oils, mineral and vegetable | 8,543 |
| Lard, margarine, and oleo-margarine | 4,100 |
| Coal and coke | 115,775 |
| Metals— | |
| Pig-iron | 2,981 |
| Forged iron, plates, bars, steel, &c... .. . | 8,127 |
| All other | 170 |
| Wood, timber, &c. | 69,384 |

NOTE.—Only principal imports are given.

The imports from foreign countries amounted to 404,646 tons, 29 per cent. of which were coal and coke, 28 per cent. cereals, 18 per cent. wood, and 11 per cent. oil-cake. The exports amounted to 26,785 tons, 26 per cent. of which were cereals, 24 per cent. butter and eggs, 20 per cent. meat and cattle, and 11 per cent. oil-cakes. The imports from home ports amounted to 63,513 tons, and the exports to home ports to 24,012 tons.

The last report I gave concerning the Elsinore Iron Ship-building Works was in my Commercial Report for 1897. I fully

(586)

B

The Elsinore
Iron Ship-
building
Works.

**Vessels
launched in
1898.**

described then their works, buildings, &c., and pointed out what facilities they had for repairing and building steamers, &c. During 1898 there were built and launched from their yards the following:—For the United Steamship Company the ss. "Arno," reg. tonnage 824; for the Bore Steamship Company, Aabo, Finland, ss. "Bore," reg. tonnage 439; ss. "Danmark," salvage steamer, for Switzer, 92 reg. tonnage; ferry steamer, "Kronprins Frederick," for Danish State Railways, 169 reg. tonnage; inspection steamship for Danish Marine, "Nordloen," reg. tonnage 29; and a trading ss. "Plandria," of 684 reg. tonnage for the Steamship Company, Gotha. The total value of the above steamers was about 105,000*l*. Besides these building, 186 vessels were repaired, the amount paid being about 44,700*l*.

**Vessels
launched in
1899.**

Then again, during 1899, the following were launched:—For the United Steamship Company, ss. "Tiber," reg. tonnage 823; ss. "Soderhamn," for Messrs. H. M. Gruicksein, of Hamburg, reg. tonnage 945; ss. "Anna," for the Russian Baltic Steamship Company, reg. tonnage 1,137; and two lighters for the United Steamship Company, 304 and 419 reg. tonnage respectively. The total value was about 72,650*l*. Steamers and other vessels, numbering 173, were under repair, and the amount paid about 58,240*l*. The working staff altogether number something like 1,000.

**Danish Export
Association.**

The Danish Export Association was started four years ago, and certainly deserves more attention from commercial people in the United Kingdom than it has had up to the present time. It is most instructive in every detail, and gives every assistance to commercial travellers, &c. Its members now number 432, and it is still increasing. It has a library replete with commercial publications, and all custom tariffs, &c., are on view. Its chief object is to find foreign markets for Danish goods, and it issues monthly a most interesting paper. The Association sent one of its representatives on a nine months' tour during 1899 to the Argentine Republic, Uruguay, and Paraguay to investigate what chances there were for placing goods on the markets there, and from the reports to hand there seems every chance of a very favourable result being achieved. Other members went to England, France, the United States, and Finland. One of its latest proceedings was to hold an Exhibition, in co-operation with the Royal Danish Agricultural Society, of meat, &c., and of Danish and foreign manufactures in connection with their export, which was an undoubted success.

**Registration
of trade
marks.**

In my Commercial Reports for 1896 and 1898 I made some few remarks as to how necessary it was for all exporters and those connected with the export trade with Denmark, to see that their trade marks and designs were properly registered here, and I would again call attention to this most important matter. It is only lately that a case has come before me of a certain well-known firm's mark having been tampered with. All exporters should remember that British goods, on account of their superior quality, &c., are more liable to be copied than the produce of other countries.

The cost of registration of trade marks according to the Danish law only amounts to about 5*l.*, including all fees, &c. If those interested will apply to me, I will give them every information that is possible as regards the Danish law as it stands at present.

It is said, that on account of the development of trade, large harbour works, &c., involving a considerable outlay, will take place. I may mention, for instance, that a suspension bridge across a part of the harbour will be erected at a cost of 1,500,000 kr. (about 90,000*l.*), besides other works of a similar kind amounting to an expenditure of some 250,000*l.* There is no doubt here of a good opening for British enterprise, and there will soon be a great and increasing demand for iron-work.

The establishment of two large steam ferries and a telegraph cable between Gjedser and Varnemunder has not taken place as yet, as the necessary grant was not obtained from the Folkething.

In the Danish "Export Review" for December, 1899, a very full report is made concerning the Technical Society's School, and the following items and remarks are taken from it:—This school was instituted in the spring of 1896, and the instruction given by it may be divided into five departments as follows: The evening school; the day school for builders' workmen and engine builders; the painters' school; the school of art industry; the institute for workers in metal.

The joint income and expenditure of the school may be estimated at about 126,000 kr. per annum (7,000*l.*). The expenses are covered by the payment of fees for instruction, which are very moderate, and by subsidies from the State, the municipal corporation, various associations, and private individuals. During the last few years the annual subsidy from the State has amounted to 40,000 kr. (2,200*l.*), and from the municipal corporation of Copenhagen 17,500 kr. (975*l.*). The school fees amount to about 44,000 kr. (2,500*l.*). Besides these amounts the school has at its disposal the interest on several legacies, about 100,000 kr. (5,500*l.*), which may be expended in the support of needy pupils, &c. The object of the school is at day and evening classes to give instruction, elementary as well as advanced in a technical and artistic sense, which would be of benefit to the various craftsmen in their professions. The school admits pupils from all parts of the country and from all classes of society, and gives many gratis admissions. It is owned by a private society "the Technical Society," which in September, 1843, at its first formation, erected "the Technical Institute or School." This society, at its general meeting, elects six members for the board of directors, of which two delegates are from the State, one from the municipal corporation of Copenhagen, one from the Academy of Art, one from the Industrial Society, and one from the Handicrafts Association. The principal of the school is appointed by the board, whose immediate superior authority is the school committee, and has a seat on the board and school committee. There are nearly 100 masters, of whom a small number have a fixed salary, whilst

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B 2

the greater number are engaged at a fixed sum per hour. The annual salaries of the staff amount to about 82,000 kr. (4,500*l.*). The school was erected in 1881 and cost about 500,000 kr. (27,700*l.*). The total number of pupils attending during the last few years has been about 2,600 annually. The number of hours for attendance in the day school is about eight to ten. In the evening school, which is of course shorter, the pupils for the most part consist of smiths, painters, masons, joiners, and carpenters, and this school is open from October 1 to July 1. There is a special day class as well, which is for those who do not wish for more advanced instruction than is given in the general evening school.

Law
concerning
insurance
companies.

Up to the present year Denmark has passed no laws regarding insurance companies, and it is only of late that legislation has begun; what has been done, is only, one may say, preliminary, but it lays down that in future all life insurance companies in Denmark (at present there are 44 such companies) are obliged to send to the Minister of the Interior, within one month from the date of the law coming into force, all information as to their bye-laws, insurance conditions, copies of their policy forms, copies of premium scales of payments, &c., amount of capital, assets, death rates, rate of interest, bonus and yearly accounts, also any alterations which may have occurred and fresh proposals. The penalties for neglecting these rules are fines from 200 to 4,000 kr., and the Minister of the Interior has the power to forbid any company to begin business until it shall have carried out the various regulations laid down.

Annex A.—TABLE showing Quantity of Imports of Principal Articles of Consumption during the Year 1899.

| Articles. | | Total Imports. | Consumed in the Country. |
|----------------------------------|---------|----------------|--------------------------|
| Wine | Gallons | 1,422,000 | 880,000 |
| Spirits | " | 614,000 | 188,000 |
| Beer | " | 60,000 | 26,000 |
| Dried and salted fish | Cwts. | 225,100 | 136,100 |
| Fruits | " | 263,700 | 198,500 |
| Spices | " | 29,500 | 16,500 |
| Cocoa, and manufactures thereof | " | 21,600 | 17,400 |
| Coffee, and coffee surrogates .. | " | 352,500 | 179,400 |
| Rice | " | 583,500 | 149,600 |
| Sago, &c. | " | 44,900 | 42,800 |
| Sugar and candy | " | 652,300 | 581,800 |
| Molasses and syrup | " | 105,400 | 37,700 |
| Tea | " | 22,500 | 9,000 |
| Tobacco, unmanufactured | " | 84,000 | 82,600 |
| " manufactured | " | 7,300 | 6,300 |
| Petroleum | " | 1,270,000 | 876,500 |
| All other oils | " | 193,600 | 80,500 |
| Salt | " | 681,600 | 677,000 |

Annex B.—TABLE showing the Value of the Principal Articles of Import and Export during the Year 1899.

| Articles. | Value. | |
|---|------------|------------|
| | Imports. | Exports. |
| | £ | £ |
| Live animals | 123,333 | 1,080,556 |
| Estables, meat, &c. | 1,711,667 | 11,680,556 |
| Grain and pulse— | | |
| Unground | 3,148,333 | 420,556 |
| Ground | 364,444 | 45,000 |
| Manufactures of grain | 204,444 | 42,778 |
| Feeding-stuff | 1,981,667 | 97,222 |
| Fruits, sugar, colonials, tobacco, &c. | 1,518,889 | 50,556 |
| Spirits and other drinkables | 228,889 | 41,667 |
| Spinning materials | 343,889 | 127,778 |
| Yarn and thread | 672,778 | 3,889 |
| Dry goods | 2,105,556 | 33,333 |
| Hairs, feathers, skins, &c. | 635,556 | 500,556 |
| Manufactures of above | 388,333 | 11,667 |
| Tallow, oil, tar, and rubber | 387,222 | 53,333 |
| Manufactures of above | 190,556 | 7,778 |
| Wooden goods, unmanufactured and manu- factured | 1,328,333 | 32,222 |
| Dyes, colours, colour extracts, &c. | 118,333 | 16,667 |
| Different plant stuff | 162,778 | 16,667 |
| Paper and manufactures thereof | 160,556 | 19,444 |
| Other manufactures of plants | 30,000 | 7,222 |
| Raw minerals | 2,221,111 | 120,000 |
| Manufactures of above | 380,000 | 46,667 |
| Metals, raw and worked | 2,083,333 | 170,556 |
| Ships | 653,889 | 176,111 |
| All other goods, included in which are goods of the above classes, but which are of less importance | 1,102,222 | 235,000 |
| Total | 22,246,111 | 15,037,781 |

From official reports and statistics it would appear that 1899 was very much like 1898, as far as agriculture was concerned. The value of the crops was smaller by about 500,000*l.* than the previous year, but on the other hand, it worked out on a higher average than the five preceding years, and may be stated to be a good middle crop. Danish farmers and all those interested in agricultural pursuits show the same energy as they have always done and spare no capital or labour in endeavouring to improve their land, &c. Prices of property show a continual tendency to depreciate in value, less perhaps in Jutland than on the islands, and from what one can gather the value of farms has decreased about 6 per cent. since 1885, when live stock and farm implements, machinery, &c., are not calculated, but it must be remembered that as each year goes by the value of such is increasing, and that if a balance were struck, the decrease in value would be slight.

There does not appear to have been any difficulty in payment of interest and part payment on mortgages. The Government

Agriculture,
remarks, &c.

Government
grant.

grant of 289,000*l.* to agricultural societies, mentioned in my Commercial Report for 1898, has undoubtedly been of the greatest assistance. Most of the grant went to Jutland, where two insurance associations of a private character have been started at the initiative of the Government, with a view of arranging matters for members who are in any pecuniary trouble, and to save them from bankruptcy and the losses that usually occur by sudden realisations of property.

Committee
appointed by
the Govern-
ment.

A committee appointed by the Government for experiments with plants has commenced to issue short reports in the daily papers, which have proved to be of much assistance to farmers and others who have no time at their disposal to read all through the voluminous reports which were hitherto printed and distributed. Various other trials with fodder beet seed have also taken place, and it is said that it has been proved that, by careful selection, the crop of this cereal on one acre has been increased from 4*l.* to 5*l.* As about 82,000 acres are under cultivation, this means a very large increase in the value of the crop.

Cultivation of
moorland, &c.

The cultivation of moors and heath land has also been largely extended, and during 1899 many acres have become good and fertile.

Sugar beet
manufactory.

The manufacturers and those interested in sugar have cultivated an area of 700 acres at Kolding, whence the juice of the beet is taken to Assens.

Potato-starch
manufactory.

I may mention at the same time that a large potato-starch business has been started in Jutland, and also a manufactory for Danish oatmeal in Lolland. This latter is certainly causing a diminution in the imports of Scotch oatmeal, and from all accounts the quality of Danish oatmeal is exceedingly good and is much sought after.

Oatmeal
manufactory.

Live-stock.

The amount of live-stock increases year by year. A census under all heads was taken in 1898, and it seems that since 1893 horses have increased 24 per cent., and pigs 42 per cent. Cows and calves also show increasing numbers, but on account of the difficulties experienced in exporting live cattle, the number of bulls and sheep have decreased respectively by 62 and 14 per cent.

Tuberculosis
law.

A committee has been appointed by the Government for a revision of the Law of April 14, 1893, concerning infectious diseases as regards domestic animals. A law was passed on March 26, 1898, and was referred to in my Commercial Report for that year, and there is no doubt but that it has proved most satisfactory. The Minister for Agriculture, in a speech in the Folkething, on October 14, 1899, stated that a considerable improvement had taken place in the quality of butter since the law came into force, and which laid down that all milk and butter-milk used for food for animals should be first pasteurized (heated up to 185° Fahr.). Some dairies, it is said, have experienced difficulty in obeying the various regulations on account of, firstly, the warm weather during the summer of 1899, and secondly, stoppage of work caused by the strikes. There appear to have been a few cases of non-fulfilment of Section 6 of the Law, which

lays down that under special conditions this section will not be enforced if good reasons are given, but, generally speaking, the law as it stands has caused no inconvenience to dairies, and it may safely be said that the longer the Act is in force the greater will be the advantage to dairy farming in Denmark.

In the Budget for the financial year 1899-1900, an amount of Proposed money has been proposed for improving the breed of pigs, and it is stated that it will be used for purchasing boars of the Yorkshire breed to cross with the Danish home-bred stock, so as to obtain, as far as possible, the best quality of bacon. subvention
for improving
breed of pigs.

By comparing the official statistics of expenses incurred by the various dairies, it is stated that the expenses for producing 1 lb. of butter varies from 1 to 9 öre. As the yearly produce for the whole country is 154,000,000 lbs., it will be seen that every öre saved in producing 1 lb. means a profit of 1,540,000 kr. (85,556*l.*), and as coals and other fuel have increased by about 33 per cent. in price, the producing expenses, so to speak, have also increased by about 27,778*l.* in 1899, all of which has been fully considered by those interested in agriculture. Dairying.

The law relating to manure appears not to have had the effect that was intended, which was to give the purchaser a guarantee that he really obtained the full value of his purchase money, *i.e.*, that he had the right to have samples analysed gratis, and that the standard quality contained the nourishing substances stated. It appears that the farmers have only taken advantage of the law to a very small extent, and one reason for this is stated to be that limit of quality for all classes of goods is too large. Law regarding
manure.

The different classes of agricultural schools have succeeded very well, and the number of pupils has been large and is increasing each year. Special attention is given to garden work, keeping farm and dairy accounts, and there is also a special course for farm labourers. There is an increasing difficulty in obtaining the requisite number of male and female labourers, and since 1892 wages have risen 16 and 11 per cent. respectively, and the reason of this is, that so many of the rural population come into the towns or emigrate. As the cultivated area of land increases year by year (during the last 10 years it has risen 2 per cent.), the question arises, how to procure enough labour, otherwise there must be a stagnation in cultivation. One means of meeting this difficulty is the law to enable labourers to acquire small holdings by granting them Government loans, which up to now has proved a genuine success, but as only a certain amount is granted annually, a further sum appears necessary. Agriculture
schools.

Government
loans granted
for small
holdings.

Value of
crops.

TABLE showing the Value of the different Crops in 1899.

| Crops. | | | | Quantity. | Value. | Percentage. |
|-------------------|----|----|---------|------------|------------|-------------|
| | | | | | £ | |
| Wheat.. | .. | .. | Bushels | 3,517,288 | 557,653 | 3·15 |
| Rye .. | .. | .. | " | 17,671,033 | 2,762,939 | 15·62 |
| Barley.. | .. | .. | " | 20,881,611 | 3,103,323 | 17·55 |
| Oats .. | .. | .. | " | 35,685,283 | 3,659,215 | 20·69 |
| Mixed seeds .. | .. | .. | " | 10,451,843 | 1,228,136 | 6·94 |
| Buckwheat .. | .. | .. | " | 312,911 | 45,069 | 0·25 |
| Bears and peas .. | .. | .. | " | 419,962 | 70,948 | 0·40 |
| Potatoes .. | .. | .. | " | 18,143,769 | 991,708 | 5·61 |
| Beetroots .. | .. | .. | Cwts. | 6,733,722 | 283,798 | 1·60 |
| Chicory .. | .. | .. | " | 172,884 | 11,355 | 0·06 |
| Carrots .. | .. | .. | Bushels | 7,698,663 | 142,538 | 0·81 |
| Red beets .. | .. | .. | " | 48,042,914 | 900,378 | 5·09 |
| Fodder .. | .. | .. | " | 56,972,511 | 692,497 | 3·91 |
| Colza .. | .. | .. | " | 23,918 | 5,983 | 0·03 |
| Hops .. | .. | .. | Cwts. | 3,412 | 14,477 | 0·08 |
| Tobacco .. | .. | .. | " | 3,104 | 3,314 | 0·02 |
| Clover .. | .. | .. | " | 16,508,366 | 1,862,374 | 10·52 |
| Hay .. | .. | .. | " | 11,918,220 | 1,356,312 | 7·67 |
| Total .. | .. | .. | .. | .. | 17,692,022 | 100·00 |

Estimated
value of
harvest, &c.

In examining the foregoing table, it will be noticed that the value of the crops for 1899 is put down as 17,692,022*l.* (in 1898 it was 18,218,382*l.*), but taking the average value for the preceding five years, 16,658,611*l.*, the crop for 1899 was a good medium one. In comparing it with the 1898 crop, wheat, rye, barley, potatoes and beets were better in 1899, whilst oats, mixed seeds, carrots and fodder were not as good, and there was a very poor hay crop on account of the drought. The value of the crops has been for the last few years between 15,000,000*l.* and 18,000,000*l.*, and this deficit of 3,000,000*l.* may always be put down to long periods of dry weather, and the question arises whether it would not be possible to bring water to a higher level by means of various wind forces. Anything practicable on this point has not up to now been discovered, but it seems possible in the near future, and if any plan could be worked on the above principle, there is no doubt that a long drought would be successfully combated.

Prices of
corn.

SUMMARY showing the Average Prices of Corn in Copenhagen for the last Four Years.

| Year. | | | | Per Cwt. | | | |
|---------|----|----|----|----------|----------|----------|----------|
| | | | | Wheat. | Rye. | Barley. | Oats. |
| | | | | Kr. öre. | Kr. öre. | Kr. öre. | Kr. öre. |
| 1896 .. | .. | .. | .. | 5 45 | 4 02 | 4 68 | 4 59 |
| 1897 .. | .. | .. | .. | 6 25 | 4 31 | 4 91 | 5 44 |
| 1898 .. | .. | .. | .. | 7 24 | 5 24 | 5 34 | 5 77 |
| 1899 .. | .. | .. | .. | 5 49 | 5 33 | 5 22 | 5 01 |

NOTE.—1 kroner = 100 öre; 1*s.* = 90 öre.

Corn prices have remained almost unaltered from 1898, except wheat, but this has mattered little to farmers as only a very small quantity was harvested in Denmark.

The following remarks on seed culture in Denmark are taken from the Danish "Export Review," and are interesting as showing the care which is taken in cultivating seeds which are most suitable to the soil. Almost all the varieties of Cruciferae have gradually reached an almost perfect development. I mentioned in a former report on agriculture, and remarked on the growth of Danish cauliflower, which has found a market in all parts of the world, and which is steadily gaining an increased sale. The original Danish variety of the Amager white cabbage is also much appreciated and has a ready sale. Turnips and swedes also give a large yield. Amongst Danish specialities one may particularly mention the "Funen Bortfeldter," a long yellow turnip.

As regards the cultivated plants of the beet family, a number of varieties have been developed by scientific farming, and great care has been taken in reducing in a remarkable degree the tendency to run to seed. This improvement is evident, first of all, in the sugar beet, which has been acclimatised for many years in Denmark, and, secondly, in the raising of all bee's and mangels for cattle fodder. Amongst Danish specialities in the latter class, the white, bottle-shaped species "Adam," the red "Orslor Bottle," a long half yellow kind called "Des Barres" beetroot, may be specially mentioned, and another light red Danish dairy cattle sugar beet which has obtained a market in England. Different varieties of carrots have also been brought to great perfection, such as the "Stensballe" carrot, white Belgian, yellow champion, &c.

Some of the corn varieties have turned out exceedingly well in other countries, and this is especially the case with Danish square-head wheat, which is chiefly noticeable for its stiff straw and great productiveness. It is said to do best in a strongly-manured soil. The seeds of a great number of foreign grasses are grown in Denmark, and amongst these should be mentioned the following kinds:—*Testuca pratensis*, *dactylis glomerata*, *poa trivialis*, *bromus agrestes*, all of which are of excellent quality. The Danish production of seeds, corn, vegetables has its special Government institution in Denmark, the management of which is in a great degree influenced by the general agricultural associations of the country and the school of scientific agriculture. Instruction upon scientific principles, easily available in all parts, is given by the aid of permanent experimental stations all over Denmark to one and all, and in practical agriculture by experiments conducted by specially trained professors appointed by the Government.

The following firms are prominent exporters:—Messrs. Hjalmar, Hartmann and Co., Theodor Jensen and Co., N. Munk Jensen, P. Söht and Co., H. Chr. Hansen and Co., all in Copenhagen.

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*Report on the Trade and Agriculture of Denmark for the Year 1899
by Captain J. Boyle, Her Majesty's Consul at Copenhagen.*

(Received at Foreign Office, May 17, 1900.)

It is when a year is over, and when all those commercially ^{Introductory.} interested have made up their accounts for the past year, that it is possible to see in a positive form the real extent and foundation of what in an ordinary way is implied by inconclusive statements as to the trade and prosperity of a country. But, taking into consideration the long drought, and the general lock-out in Denmark during 1899, it can safely be said that the year was prosperous. The result from agricultural products was certainly satisfactory in spite of the drought and of the want of grass and straw. The grain crop was heavy and plentiful, and of excellent quality. Butter and barley fetched good prices, and although the prices of bacon were low and feeding stuff expensive, the balance was satisfactory. General trade, taking it all round, flourished, notwithstanding the lock-out which lasted for about four months and affected 50,000 workmen; whilst prices rose in most cases, especially in coals, metals, butter and feeding-stuffs. Trade in shipping has also been very profitable, especially at the end of 1899 when war broke out in South Africa. The year was, of course, not favourable for builders and manufacturers in that line, all workshops, &c., being almost empty the whole of the season, and outdoor work at a standstill on account of the strike. It must, therefore, be considered a lucky circumstance for the country that general trade, shipping, and agriculture succeeded so well in spite of the tight money market, high discount, and the drought. It ought to be mentioned that it is hardly possible to trace any bad effect caused by the general lock-out. The poor-law relief has not increased during 1899, which speaks well for the condition and prosperity of the working classes.

According to the official statistics Denmark has, during the ^{Imports.} year 1899, imported foreign goods for home consumption to the value of 22,244,000*l.*; the same statistics give 25,277,000*l.* for 1898, but in this amount is included transit goods and foreign goods, that have been re-exported. The increase from 1898 on foreign goods imported and consumed is 1,722,000*l.* The imports

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A 3

as usual far exceed the exports of Danish produce which were 15,000,000*l.* in 1899. The financial position of Denmark is, however, very good and steady, and the expenditure of 7,244,000*l.* difference between imports and exports is paid by freights carried by steamers in foreign-going trade, profit on a large and increasing transit business, and interest on Danish capital invested in foreign bonds.

The amount, 1,722,000*l.*, by which the imports in 1899 exceeded the imports of 1898, were spent on increasing purchases of raw material for manufacturing, and feeding-stuffs for agricultural purposes.

In the annexed Table A are shown the figures for import of principal articles of consumption. There is a general increase under all headings, especially as regards sugar, petroleum and fruits; also for coffee, cocoa, wine, and cigars the increase will be observed, and it is a matter of interest that during several years the consumption of imported cigars has increased to a large extent. The import was, in 1899, 22,000,000 cigars, while for the last 10 years it was only 12,000,000 to 14,000,000 cigars, and this being the case, the home manufacturing has suffered considerably.

Sugar.

The import of sugar, especially raw sugar for refining purposes, increased in a remarkable way, and the reason of this was that the home crop of beet sugar for 1898 gave a very poor return, and it was necessary to import large quantities to satisfy the demand. 170,000*l.* worth more of foreign sugar was imported during 1899 than in 1898.

The following table shows the import of certain agricultural articles and products:—

| Articles. | Quantity. | Value. |
|-------------------------------|-----------|---------|
| | Cwt. | £ |
| Cheese | 22,800 | 73,500 |
| Lard | 182,300 | 220,000 |
| Oleo-margarine | 150,000 | 241,000 |
| Bacon, meat, sausages, &c. .. | 141,900 | 279,500 |

The imports of lard and oleo-margarine have increased by 10 and 20 per cent. over those of 1898.

Coals.

The importation of coals has been very large, and the prices unusually high. The value of the coal imported amounted to 1,853,333*l.*, being 342,000*l.* more than in 1898. The market was dull at the beginning of the year. Scotch nut and steam coal were sold during January, and delivered duty paid by cart at 11½*d.* to 1*s.* per cwt., but during the spring prices dropped to 10½*d.* to 11*d.* per cwt. During July and August prices rose again to 11½*d.* to 1*s.* per cwt., and at the end of 1899 they had risen to 1*s.* 1*d.* to 1*s.* 2*d.* per cwt.

Coke.

Imports of coke amounted to 101,111*l.*, and prices rose in proportion.

Not nearly so large an amount of timber has been used as in

1898, in fact a decrease of 140,000%. is shown in the statistics, **Timber and** but this was due to the general lock-out which hindered all **wood.** building operations for four months or so.

The imports under the heading of dry goods are slightly **Dry goods.** larger than in 1898, but those of cotton yarn decrease year by year, on account of the home manufactories supplying the wants of the consumers, and all Danish mills have had a prosperous and profitable year.

As regards metal goods, there has been a considerable increase **Metal goods.** in the consumption of all raw iron and steel goods, which are used as materials in the Danish iron industry. Denmark has used about 3,750 tons of raw iron during 1899 or about 11 per cent. more than in 1898, and the price of such goods amounted to 9,000%, or 26 per cent. more than the previous year. 1,125 tons of raw steel of the value of 16,700% were also used, being 52 per cent. more than in 1898. The import of tin and raw plates amounted to 5,125 tons more than in 1898, which shows an increase of about 40 per cent. in quantity over the previous year; the value was 37,000%, or 3 per cent. increase.

Forged and cast-iron goods were largely imported, and show an increase over those of the preceding year, and the same may be said of wooden goods, glass, boots and shoes, and paper. Imports of bricks and tiles fell off to a very large amount, and this is, of course, due to the general lock-out.

Imports of maize have again been larger than in any previous **Maize.** year, and the following table shows to what extent it is used as feeding stuff by the Danish farmers:—

IMPORTS.

| Year. | | | | | | Quantity. |
|-------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| 1891 | .. | .. | .. | .. | .. | 40,950 |
| 1892 | .. | .. | .. | .. | .. | 152,300 |
| 1893 | .. | .. | .. | .. | .. | 84,450 |
| 1894 | .. | .. | .. | .. | .. | 65,550 |
| 1895 | .. | .. | .. | .. | .. | 49,350 |
| 1896 | .. | .. | .. | .. | .. | 220,250 |
| 1897 | .. | .. | .. | .. | .. | 503,040 |
| 1898 | .. | .. | .. | .. | .. | 467,285 |
| 1899 | .. | .. | .. | .. | .. | 514,375 |

Only about 10 per cent. of the quantity is re-exported to Baltic ports. The import as a rule is from Baltimore, Galveston, and Philadelphia in direct steamers, but it is stated that one-sixth of the quantity was imported via Hamburg. The reason of this is, that there are a good many steamers which run on fixed routes from America with general cargoes, and when not having a full cargo fill up with maize at a freight which is 33 to 50 per cent. cheaper than a freight would be for a full cargo. Hamburg is therefore able, so to speak, to send maize to Copenhagen in transit
(586)

as well as to the Baltic, and this competition is very keenly felt by Danish merchants. It is, however, to be hoped that the increasing traffic will put a stop to this, and that it will be impossible to charge cheaper freights on fixed routes than for full cargoes.

In former years 55 per cent. of the whole import of maize went to Copenhagen, but during the last year only 45 per cent. did so. The 55 per cent. go to the provincial ports, especially to Aarhus and Nyborg, where the harbours at both towns have been deepened and widened.

Other feeding stuffs. Other feeding stuffs have also increased as regards imports during 1899. Bran was imported to the amount of 72,215 tons (in 1898 it was 63,600 tons); oil-cake, 185,120 tons (in 1898, 156,390 tons).

Butter. The import of butter for re-export amounted to 168,000 cwts., somewhat less than it was in 1898 (195,000 cwts.), and the reason of this was that the butter production of Sweden, whence butter is chiefly imported to Denmark, was less than in 1898, but the amount imported for consumption was about 140,000 cwts., which principally came from Russia, whilst small quantities arrived from Germany and Canada.

Exports. The value of exports of Denmark during 1899 amounted to 15,000,000*l.*, and is slightly in advance of that for 1898, 13,252,000*l.* These figures only include exports of Danish produce, not foreign goods in transit. The increase in value is considerable under all headings. The quantity has been about the same for 1898 and 1899, but prices have been much higher during the latter year. As regards the sale of butter for export there has been an increase of 555,600*l.*, and on bacon, eggs, and horses, 250,000*l.*, 195,000*l.*, and 174,000*l.* respectively.

Export of butter. The total export of butter during 1899 amounted to 1,436,500 cwts., which shows a decrease of 16,300 cwts. compared with 1898, but this is owing to the quantity in transit being less. The whole export of butter produced in Denmark was 1,188,200 cwts. (in 1898 1,179,700 cwts.). The production, therefore, only increased 8,500 cwts., but it would have undoubtedly been much larger if it had not been for the drought in summer, which caused a great scarcity of grass, and actually checked the normal production considerably. During the first five months of 1899 the weekly shipments were larger than in 1898, but during the summer months they fell off by 1,000 or 2,000 casks, while generally speaking in former years there has always been an increase of 1,000 casks or more per week. Danish butter in tins was exported during 1899 to the amount of 35,900 cwts. (34,400 cwts. in 1898).

Export to Great Britain, and value. The total export to Great Britain was 1,430,052 cwts., amounting in value to 7,753,436*l.*

TABLE showing the demand for Danish Butter on the British Market for 1897-99, the Prices being the Weekly Quotations from the Copenhagen Chamber of Commerce for Choicest Butter, per Danish lbs.

| Month. | Prices. | | |
|---------------------|---------|-------|-------|
| | 1899. | 1898. | 1897. |
| | Öre. | Öre. | Öre. |
| January.. .. . | 96 | 92½ | 97½ |
| February | 95 | 94 | 93½ |
| March | 95½ | 91½ | 89 |
| April | 87½ | 84½ | 83½ |
| May | 81½ | 77½ | 79½ |
| June | 81½ | 76 | 79½ |
| July | 88 | 74½ | 82 |
| August | 100 | 80 | 88½ |
| September | 110½ | 91½ | 96 |
| October | 110½ | 99½ | 93 |
| November | 101 | 99 | 97½ |
| December | 104 | 104 | 97 |
| Average for year .. | 96 | 88½ | 89½ |

NOTE.—1s. = 90 öre; 1 cwt. = 101½ Danish lbs.

It will be noticed that the prices were a good deal higher in 1899 than in the two foregoing years on account of drought, and this was also felt by exporters in Ireland, France, and Holland, who deliver choicest butter, and who are all competitors. Plenty of Canadian and Australian butter, of not such good quality and cheaper, was on sale, but this had no influence on prices for the choicest butter on the British market, where, no doubt, the consumer prefers to pay the highest price as long as he gets first-class quality.

Denmark's production of eggs increased during the year, and prices averaged higher than in 1898. During the autumn the quality was not quite satisfactory, but this was owing to the drought and heat during summer. The exports amounted to 15,150,000 score (1898, 13,200,000). As usual by far the greater number were exported to Great Britain.

The year 1899 again shows an increase in exports of bacon. The export amounted to 1,440,900 cwts. (1898, 1,177,600 cwts.), which is all slightly salted, and from statistics given the production of bacon increased 20 per cent. over that of 1898. The export slaughtering yards killed between 1,200,000 and 1,300,000 animals, but the average prices were very low, about 5 öre (¾d.) per lb. under the prices in 1898. The heat during summer does not seem to have caused any difficulty in the various yards, and only those which had no refrigerators were obliged to buy large quantities of ice, which, of course,

was an extra expense. Most of the bacon exported was sent from Esbjerg, 60 per cent. from co-operation yards, and 40 per cent. from private yards. No new slaughtering premises have been erected during 1899, and the one at Elsinore has ceased to exist, as the business did not pay.

The accompanying chart shows the Danish bacon quotations during 1899.

Free meat
and live
cattle.

On January 29, 1899, the prohibition to import live cattle into Germany was withdrawn, and from that date exports from Denmark again commenced, and what has been chiefly, I may say, kept in view has been a standard quality of fresh meat for purposes of export, and it has increased considerably from 1898 in spite of the above-mentioned renewed export of live cattle.

Amount of
exports of
fresh meat.

The following figures give the exports of fresh meat from the port of Esbjerg, from which place the largest consignments are made:—

| Year. | | | | | | Quantity. |
|-------|----|----|----|----|----|-----------|
| | | | | | | Cwts. |
| 1897 | .. | .. | .. | .. | .. | 34,000 |
| 1898 | .. | .. | .. | .. | .. | 36,000 |
| 1899 | .. | .. | .. | .. | .. | 59,000 |

This meat goes principally to the United Kingdom, but a good deal is exported to Norway from Frederikshaven, where the export during 1898 amounted to 19,000 cwts., and in 1899 to 32,000 cwts. Prices have risen about $\frac{1}{2}d.$ per lb., probably on account of the superior quality, and it appears that the difficulties which arose at one time in placing fresh meat at a profit on foreign markets has been overcome.

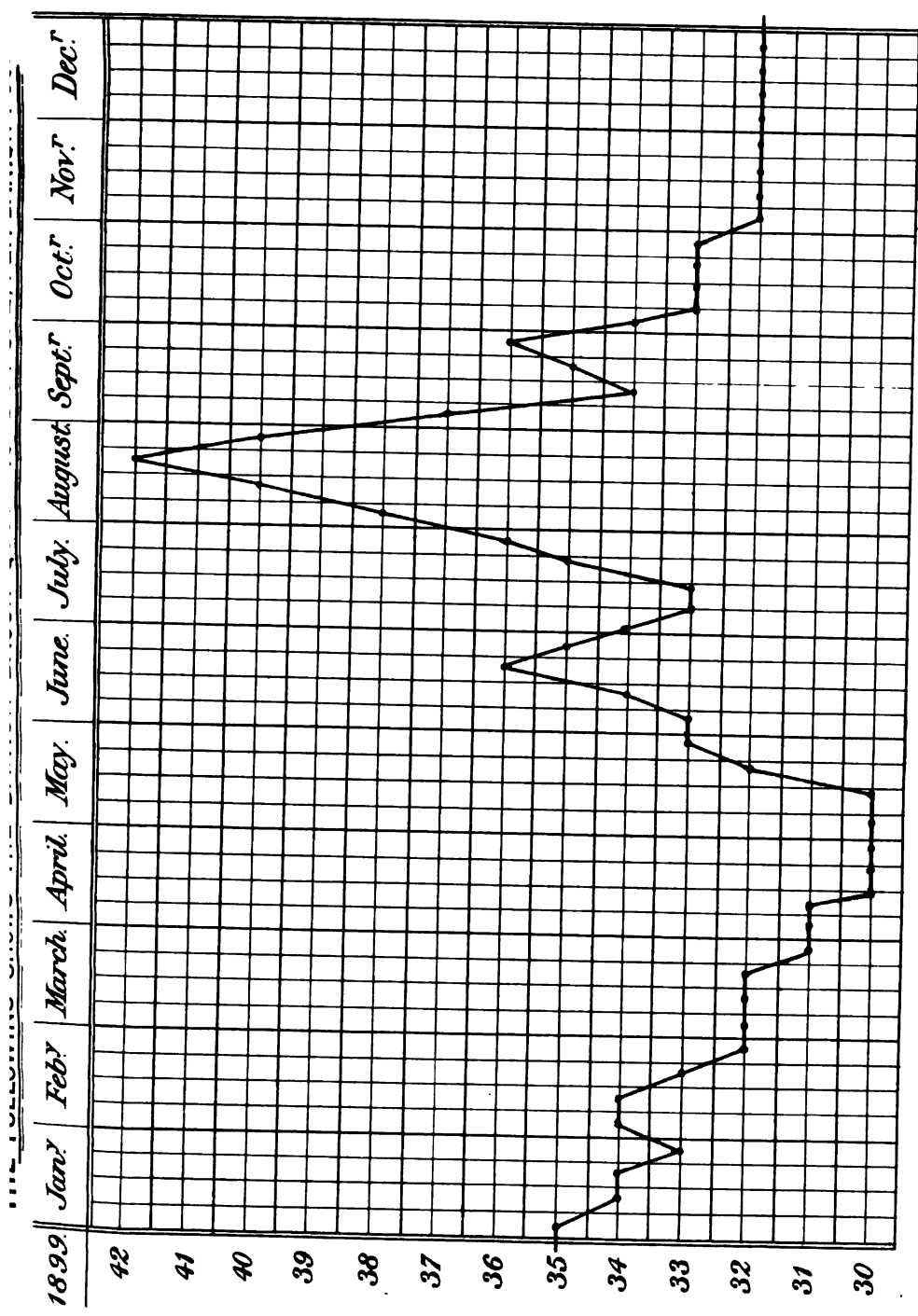
Distilleries,
breweries,
beet sugar and
margarine.

The following table shows the output of distilleries and breweries, and the amount of beet sugar and margarine produced, 1893-99, all of which are, with the exception of beer containing $2\frac{1}{4}$ per cent., taxed and controlled by the State. It will be noted that there is a considerable increase in beer and margarine, and also that the quantity of beet-sugar is more than in 1898, when the crop failed on account of rain; but during 1899 the long drought diminished the crop, which was a good deal less than in 1897.

Margarine.

Of margarine, 279,835 cwts. were manufactured during 1899, and besides this amount 42,575 cwts. were imported, and the whole consumption is computed at 322,410 cwts. (in 1898 it was 277,838 cwts.). The high prices for butter caused those of margarine to rise, and the average price for 1899 has been about $1d.$ more than the year before, $8\frac{1}{2}d.$ per lb. for best quality, and $6\frac{1}{2}d.$ for the second quality.

There are at present 17 margarine manufactories in Denmark, all of which are working up to their full capacity.



1 Shilling = 90 Ore.
A Danish pound equals 1.1 lbs.

(1400. 5/1900. 506.)

HARRISON & SONS, LTD.
5 MARK LANE, E.C.

Free Port of
Copenhagen.

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| Year. | Spirits (14·3 under proof). | Beer. | | Beet Sugar. | Margarine. |
|---------|-----------------------------------|---|--|----------------|------------|
| | | Taxed. Amount of Spirit being over 2½ Per Cent. of Weight. | Untaxed. Amount of Spirit being under 2½ Per Cent. of Weight. | | |
| | Gallons. | Gallons. | Gallons. | Cwts. | Cwts. |
| 1893 .. | 7,176,290 | 16,021,717 | 26,637,457 | 544,709 | 163,128 |
| 1894 .. | 6,894,557 | 17,025,180 | 27,304,544 | 748,193 | 167,793 |
| 1895 .. | 7,018,616 | 17,785,091 | 27,629,779 | 887,992 | 155,049 |
| 1896 .. | 7,389,639 | 19,589,674 | 28,725,196 | 883,086 | 161,688 |
| 1897 .. | 7,117,019 | 20,601,368 | 29,936,758 | 966,877 | 190,942 |
| 1898 .. | 6,973,355 | 21,141,532 | 30,177,762 | 712,713 | 237,705 |
| 1899 .. | 7,442,365 | 22,461,655 | 32,392,918 | 796,677 | 279,825 |

In Annex B will be found a table showing the value of the principal articles of import and export during 1899.

The Copenhagen Free Harbour Company, I am told, contemplates erecting various new warehouses and other extensions. A new silo warehouse is calculated to entail an expenditure of some 50,000*l.*, and 20,000*l.* more is spoken of for new cranes and elevators. Traffic is said to be steadily increasing, especially on account of the East Asiatic Company, and the United States Steamship Company, the offices of both these lines being in the Free Harbour. The following tables will show to some extent what business was transacted during 1899 :—

STEAMERS and Sailing Vessels to and from Free Harbour.

ENTERED.

| | Number of Vessels. | Tonnage. | Weight of Cargo. |
|--|-----------------------|----------|---------------------|
| | | | Tons. |
| Steamers from foreign countries .. | 589 | 541,798 | 345,823 |
| Of which British | 99 | 127,440 | 100,570 |
| Sailing ships from foreign countries.. | 200 | 20,079 | 15,641 |
| Steamers from home ports | 165 | 32,680 | 25,571 |
| Sailing ships from home ports .. | 2,460 | 106,098 | 20,394 |

CLEARED.

| | Number of Vessels. | Tonnage. | Weight of Cargo. |
|--|-----------------------|----------|---------------------|
| | | | Tons. |
| Steamers going to foreign countries .. | 653 | 553,731 | 46,634 |
| Sailing ships going to foreign countries | 590 | 36,451 | 22,662 |
| Steamers to home ports | 100 | 70,779 | 1,855 |
| Sailing ships to home ports | 2,045 | 86,139 | 52,673 |

PRINCIPAL Goods Imported to and Exported from Free Harbour
in 1899.

| Articles. | Imported from Foreign Countries. | Exported to Foreign Countries. |
|-------------------------------|--|--------------------------------------|
| | Cwts. | Cwts. |
| Maize | 3,522,888 | 408,002 |
| Ground corn | 168,298 | 8,641 |
| Other kinds, unground corn .. | 719,558 | 204,524 |
| Oilcake | 1,096,271 | 106,900 |
| Bran | 296,605 | 10,941 |
| Coffee | 187,655 | 35,362 |
| Lard and oleo-margarine .. | 66,698 | 12,480 |
| Cotton | 123,519 | 78,761 |

Steam ferry
connection.

All goods can be transferred by steam ferry to all Swedish and Norwegian railway stations without unloading.

Warrants.

A special feature which has been pointed out to me, and which, perhaps, is not generally known, is the privilege which the Free Port has of issuing warrants in accordance with the Warrant Act of March 3, 1894. Such warrants are, of course, negotiable at all exchanges. Copies of the Act in English can always be obtained from the offices of the "Danish Export Review," 16, Slotsholmsgade, Copenhagen.

Quay dues.

The following statement shows the quay dues which have been levied in the Free Harbour for the last four years :—

| Year. | Amount. |
|--------------|---------|
| | £ |
| 1896 | 1,587 |
| 1897 | 2,552 |
| 1898 | 4,286 |
| 1899 | 4,205 |

The amount levied in 1899 will be noticed as being rather less than in 1898, and was due on account of the strike, which compelled steamers, &c., to go to the old harbour, and the following are the figures for quay dues levied there for the same years as those in the Free Harbour :—

Quay dues in
old harbour.

| Year | Amount. |
|--------------|---------|
| | £ |
| 1896 | 11,244 |
| 1897 | 11,570 |
| 1898 | 10,581 |
| 1899 | 11,105 |

It will be noticed that the above do not show much altera-

tion, as the old harbour could not be widened so as to keep pace with increased shipping and traffic, and that really the opening of the Free Harbour in 1894 was a necessity.

The East Asiatic Company was formed some time ago for developing trade with the Far East, and there can be no doubt that it will be a success. At the present time the fleet consists of the following vessels:—ss. "Siam," 3,875 reg. tonnage; ss. "Malaya," 4,067 reg. tonnage; ss. "Cathay," 4,112 reg. tonnage; ss. "Annam," 5,709 reg. tonnage; and the following steamers in time-charter:—ss. "Livadia," 2,497 reg. tonnage; ss. "Nordhanet," 3,338 reg. tonnage; ss. "Normannia," 2,681 reg. tonnage. During 1899 the company has been running the foregoing steamers from the following ports:—St. Petersburg, Copenhagen, Gothenburg, Antwerp, to Port Said, Colombo, Singapore, Hong-Kong, Shanghai, Port Arthur, and Vladivostock, taking general cargo from some European ports to some of the ports in the East, and calling on the homeward voyage at Marseilles and Havre. The following steamers are also managed from the company's branch at Bangkok:—ss. "Maha Vagiravudh," 779 tons; and ss. "Natuna," 764 tons; and have been running in the coasting trade from Bangkok to Singapore.

East Asiatic Company.
Names of vessels in fleet.

Ports from and to which vessels sail.

The principal exports which the steamers of the company carry are as follows:—Beer of all kinds, butter, lard in tins, cement, hams and bacon, sausages, conserves, matches, chalk, soda, horse-shoes, ropes and twine, cigars, cherry cordial, enamelled wares, &c.

Principal exports.

Seeing the importance of this valuable trade to Denmark, the Government sent out the cruiser "Valkyrien" to Siam, under the command of H.R.H. Prince Valdemar, the object of the cruise being to establish closer relations between the two countries. At the same time many well-known business men, merchants, and bankers sailed for Siam to push and stimulate trade between Denmark, Siam, and the East.

The agents in Copenhagen of the Russian East Asiatic Steamship Company are the East Asiatic Company in the Free Port. It has been mentioned in various commercial papers that the Russian company is subsidised by the Russian Government, and that a concession has been given to a Danish company by the Russian Government. I am credibly informed that this is not the case, and that the only concession, if it can be called so, is that given to the company, which is purely a Russian enterprise with its own board of directors at Riga. It is in reality no concession, and only gives facilities granted under the new Coasting Trade Law, from January last, for Russian steamers trading between Russia and Russian ports in the East.

Russian East Asiatic Steamship Company, Limited, of Riga.

The fleet of the Russian East Asiatic Steamship Company, Limited, consists at present of the following steamers:—ss. "Korea," 6,099 reg. tonnage; ss. "Manchuria," 5,710 reg. tonnage; ss. "Malaya," 4,125 reg. tonnage.

Names of vessels.

It has been mentioned to me that, considering the development of Russian trade, some important British steamship company

A suggested enterprise.

trading between South America, West Indies, &c., might with advantage continue their voyages to some northern countries, calling at Copenhagen with its large and commodious Free Port with all its advantages, and continuing on to Sweden and Finland, and thence to St. Petersburg. For a Transatlantic line such a prolongation of its route would, I am informed, prove in all probability a successful enterprise which might have most important results.

United
Steamship
Company.

The United Steamship Company's trade to New Orleans and Galveston is increasing at a rapid rate, and since 1898 the company has augmented its fleet with seven more ships, of a tonnage of 5,199 tons, some of which will be put on the New Orleans route, and some on their other lines, and it is expected that more vessels will be built shortly.

Port of
Esbjerg.

The route from the port of Esbjerg to Parkeston is gaining in popularity, and there is no doubt that, if the railway authorities would increase the speed of their trains, the passenger traffic would be greatly augmented.

New
passenger
steamboat.

The United Steamship Company is at present building a first-class passenger steamer to replace the ss. "Koldinghuus," which will have every accommodation, and every modern appliance in the way of refrigeration, electric light, &c., &c. When this vessel commences to run there is no doubt that a much more rapid connection with London will take place, and I would again repeat what I said last year in my Commercial Report, that if money were judiciously spent on this route it would certainly become a serious antagonist to the Hamburg, Kiel, and Korsoer route.

The following tables show the various imports and exports to and from Esbjerg for 1899, which have been compiled by the British Vice-Consul at that port:—

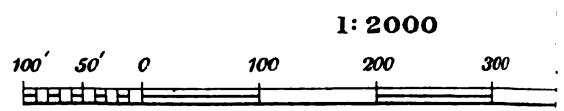
Imports to
Esbjerg
during 1899.

IMPORTS.

| Articles. | | | | Quantity. | |
|------------------------|----|----|------|-----------|------------|
| Artificial manures.. | .. | .. | Lbs. | .. | 17,764,204 |
| Bran .. | .. | .. | .. | .. | 2,045,560 |
| Oil-cake .. | .. | .. | .. | .. | 14,485,145 |
| Corn .. | .. | .. | .. | .. | 85,316,485 |
| „ ground .. | .. | .. | .. | .. | 8,524,682 |
| Coal and coke .. | .. | .. | Tons | .. | 63,369 |
| Coffee .. | .. | .. | Lbs. | .. | 42,140 |
| Rice.. .. | .. | .. | .. | .. | 178,836 |
| Oil, petroleum, &c. | .. | .. | .. | .. | 1,619,826 |
| Salt and rock salt .. | .. | .. | .. | .. | 2,493,795 |
| Sugar .. | .. | .. | .. | .. | 263,615 |
| Manufactures, glass .. | .. | .. | .. | .. | 117,182 |
| Paper, all kinds .. | .. | .. | .. | .. | 976,852 |
| Seed.. .. | .. | .. | .. | .. | 112,796 |
| Fat and lard .. | .. | .. | .. | .. | 192,302 |
| Oleo-margarine .. | .. | .. | .. | .. | 359,335 |

THE STATE RAILWAY

R



EXPORTS.

Exports from
Esbjerg
during 1899.

| Articles. | | | | | Quantity. | |
|-----------------|----|----|----|----|-----------|-------------|
| Pork | .. | .. | .. | .. | Lbs. | 109,283,148 |
| Meat | .. | .. | .. | .. | " | 8,892,815 |
| Butter | .. | .. | .. | .. | " | 38,847,946 |
| Eggs | .. | .. | .. | .. | Scores | 3,789,588 |
| Fish.. | .. | .. | .. | .. | Lbs. | 4,779,250 |
| Skins and hides | .. | .. | .. | .. | " | 366,511 |
| Rags and bones | .. | .. | .. | .. | " | 67,658 |
| Horses | .. | .. | .. | .. | Number | 121 |
| Sheep and lambs | .. | .. | .. | .. | " | 2,169 |
| Cattle | .. | .. | .. | .. | " | 15,436 |
| Grease | .. | .. | .. | .. | Lbs. | 292,381 |
| Milk and cream | .. | .. | .. | .. | " | 180,232 |

The attached plan will show the extension of Nyborg harbour which will be finished, so it is said, during the autumn of 1900. It will be seen that there are two basins having a depth of water respectively 18 and 14 feet, with a frontage of 1,220 feet and 930 feet. The new basin, as will be seen on the plan, will be 24 feet deep, with a frontage of 710 feet, making it possible for two large steamers to lie alongside the quay at the same time. A short new channel 24 feet deep and 180 feet in width connects the harbour with the fjord, which is from 30 to 36 feet deep, and which has excellent anchorage, and is sheltered from all winds.

The harbour dues for entering and clearing are only 20 öre (2½d.) per net register ton, besides these there are only the pilot dues, which are very low. There is no doubt that the situation of the harbour is very good, being close to the Great Belt, which is the natural waterway between the Kattegat and Baltic. Nyborg is also the place of transit for the main route through Denmark, and is splendidly lighted, and during the last few years has come into direct communication by rail with Svenborg and Faaborg, which has increased all traffic very considerably.

The following statistics, &c., have been drawn up by the British Vice-Consul at Aarhus, and by the Danish "Export Review," and cannot fail to be of interest to all those who have commercial dealings in Denmark.

A comparison between the port of Aarhus and that of Copenhagen is, of course, out of the question, as far as size and opportunities are concerned. The port of Copenhagen is mainly a port for the capital city, whilst Aarhus is to a larger extent a port for the country, and a port of transit for the ocean-going and coast trade.

The population of Aarhus at the present time is stated to be 48,000, and has increased 1,000 per cent. in less than 100 years, and is now 11 times larger than it was in 1801. From a commercial point of view, it is essentially a place of business, and its growth has been on a par with that of its harbour. During 1883-90 the new basin was built, and during 1897-98 its depth

was increased, and one may now say that the average depth of its basins is 18 feet or so, the total length of quays 7,500 feet, a water area of 40 acres, and a land area of 33 acres. The present custom-house and bonded warehouse was opened in 1898 between the old and new basins. The harbour is well protected in all weathers, and has good and safe anchorage.

The present plan of Aarhus Harbour is annexed, and as further increase of traffic is anticipated, preliminary plans have been prepared for an extension of the harbour, and for reclaiming a large area of land south of the town.

Proposed
extension and
alteration.

It is proposed to build a new basin with protruding piers outside the present South Mole, protected by an outer mole, and extending from the present outermost harbour light to opposite the gasworks. By this extension the quays will be increased to 17,000 feet, the water area to 89 acres, and the land area to 70 acres. The acreage to be reclaimed will, it is said, be 42 acres.

Statistics, &c.,
of vessels and
cargoes,
registered
tonnage, at
port of
Aarhus.

During 1899 there entered the port of Aarhus 1,254 steamers of 412,939 register tonnage, and 1,453 sailing vessels of 63,402 tons, a total of 2,707 vessels of an aggregate tonnage of 476,341 tons. Of these vessels, 75 per cent. were Danish, 14 per cent. Swedish, 5 per cent. German, $3\frac{1}{2}$ per cent. British, and 1 per cent. Norwegian; whereas, of the tonnage entered, 62 per cent. was Danish, 22 per cent. British, 8 per cent. Swedish, 5 per cent. German, and 4 per cent. Norwegian. Of the registered tonnage entered, 38 per cent. had cleared from Danish ports, 23 per cent. from British, 21 per cent. from North American, and 6 per cent. from German ports, and of the cargoes, 312,151 tons register in all, 28 per cent. arrived from the United States of America, 29 per cent. from the United Kingdom, 20 per cent. from Danish ports, 6 per cent. from Sweden, and 7 per cent. from Germany. Of the registered tonnage cleared, 476,382 tons, 50 per cent. proceeded to Danish ports, 24 per cent. to the United Kingdom, 8 per cent. to Sweden, 8 per cent. to Germany, and 2 per cent. to Russia, and of cargoes loaded, 53,152 tons register, 45 per cent. were consigned to Danish ports, 27 per cent. to German, and 24 per cent. to British.

The following tables show the principal articles of merchandise imported from or exported to foreign countries during 1899:—

No. 2530 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

DENMARK.

REPORT FOR THE YEARS 1897-99

ON THE

TRADE AND COMMERCE OF ICELAND.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2285

Presented to both Houses of Parliament by Command of Her Majesty,
NOVEMBER, 1900.

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1900.

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Reference to previous Report, Annual Series No. 2285.

Report on the Trade and Commerce of Iceland for the Years
1897-99

By MR. CONSUL VIDALIN.

(Received at Foreign Office, September 25, 1900.)

On the trade and commerce of Iceland during the year 1898 I can only report in general terms, as most of the latest statistics available relate to the year 1897. Such statistics as I have been able to get I have given, but the official statistics on the commerce of 1898 are not yet available.

The total imports and exports were somewhat above the average, as will be seen from the following figures:—

Table I.—TOTAL Value of Goods Imported to and Exported from Iceland during the Years 1891-97.

| Year. | Value. | |
|-----------------------------|----------|----------|
| | Imports. | Exports. |
| | £ | £ |
| 1891-95 (yearly average) .. | 356,373 | 340,353 |
| 1896 | 459,834 | 392,888 |
| 1897 | 460,226 | 366,095 |

Table II.—TOTAL Value of Imports and Exports arranged by the Countries they come from and are Exported to during the Years 1895-97.

IMPORTS.

| From— | Value. | | |
|---------------------------|---------|---------|---------|
| | 1895. | 1896. | 1897. |
| | £ | £ | £ |
| Denmark | 272,541 | 305,208 | 287,877 |
| Great Britain | 92,385 | 98,595 | 106,949 |
| Norway and Sweden | 30,385 | 44,384 | 54,626 |
| Other countries | 8,577 | 11,697 | 10,774 |
| Total | 403,888 | 459,834 | 460,226 |

ICELAND.

EXPORTS.

| To— | Value. | | |
|---------------------------|---------|---------|---------|
| | 1895. | 1896. | 1897. |
| | £ | £ | £ |
| Denmark | 143,087 | 117,619 | 133,191 |
| Great Britain | 152,435 | 151,712 | 125,156 |
| Norway and Sweden | 41,931 | 74,910 | 53,061 |
| Spain | 50,317 | 29,376 | 32,226 |
| Italy | 24,293 | 12,437 | 15,416 |
| Other countries* | 4,159 | 6,834 | 7,055 |
| Total | 416,222 | 392,888 | 366,095 |

* Chiefly Germany.

Imports.

To give a more exact impression of the nature and amount of the imports and exports, I annex returns (A and B) showing the principal articles imported in 1897. During the years 1895-97 the value of imports from Great Britain has risen from 92,000*l.* to 106,000*l.*, and the imports from Norway have increased from 30,000*l.* to 54,000*l.* Both these countries have, since the official statistics began to specify the imports after countries, continually gained ground.

Cereals.

Russian rye, imported through Denmark, was formerly the chief cereal used, but of late flour, mostly imported from England, is rapidly gaining ground. Barley and rice are also in considerable quantities imported from Great Britain. The value of all cereals and biscuits imported from Great Britain was in 1895 13,200*l.*, and in 1897 16,400*l.*

Groceries.

Coffee (mostly Rio coffee of inferior quality) is, like most groceries, imported from Denmark and Great Britain. In 1897 one-sixth of the coffee imported was from Great Britain.

Textile goods.

The value of imported textile goods, ready-made clothing included, has been as follows during 1895-97 :—

| Year. | | | | | | Value. |
|-------|----|----|----|----|----|--------|
| | | | | | | £ |
| 1895 | .. | .. | .. | .. | .. | 47,486 |
| 1896 | .. | .. | .. | .. | .. | 66,441 |
| 1897 | .. | .. | .. | .. | .. | 59,736 |

Thereof has been imported—

| Year. | | | | | Value. | |
|-------|----|----|----|----|---------------|---------------------|
| | | | | | From Denmark. | From Great Britain. |
| | | | | | £ | £ |
| 1895 | .. | .. | .. | .. | 35,739 | 9,734 |
| 1896 | .. | .. | .. | .. | 50,857 | 11,734 |
| 1897 | .. | .. | .. | .. | 42,055 | 13,177 |

Ready-made clothing imported from Denmark amounts now to 14,000*l.* yearly, and is, for the greater part, made in Germany. About one-fifth of this import is shipped directly from Great Britain, which is gaining ground in this kind of imports as in many others.

Hardware of all kinds is chiefly imported from Great Britain, *Hardware.* but, as in the case of textiles and some other goods, it is shipped from Great Britain to Copenhagen, and thence to Iceland. The value of all hardware was:—

| Year. | | | | | Value. |
|-------|----|----|----|----|--------|
| | | | | | £ |
| 1895 | .. | .. | .. | .. | 21,350 |
| 1896 | .. | .. | .. | .. | 24,444 |
| 1897 | .. | .. | .. | .. | 25,553 |

Thereof has been imported—

| Year. | | | | | Value. | |
|-------|----|----|----|----|---------------|---------------------|
| | | | | | From Denmark. | From Great Britain. |
| | | | | | £ | £ |
| 1895 | .. | .. | .. | .. | 17,807 | 2,735 |
| 1896 | .. | .. | .. | .. | 20,173 | 2,531 |
| 1897 | .. | .. | .. | .. | 17,626 | 2,564 |

Hardware directly imported from Great Britain was a small fraction of the whole amount. I think the inferior qualities are all imported from Germany.

The value of salt, coal, petroleum, and corrugated iron imported was:—

| Year. | | | | | Value. |
|-------|----|----|----|----|--------|
| | | | | | £ |
| 1895 | .. | .. | .. | .. | 46,068 |
| 1896 | .. | .. | .. | .. | 48,034 |
| 1897 | .. | .. | .. | .. | 69,979 |

Salt, coal,
petroleum,
and corru-
gated iron.

This shows a marked increase during the three years; the chief cause being the growth of the towns in Iceland.

The duties levied on imported goods are as follows:—

Import
duties.

| On— | | | | | Amount. | |
|---|----|----|----|----|------------------|-------|
| | | | | | s. | d. |
| Beer and ale | .. | .. | .. | .. | Per gallon | 0 3½ |
| Claret and sacramental wine | .. | .. | .. | .. | " | 0 9½ |
| Ordinary corn brandy (48° or less) | .. | .. | .. | .. | " | 1 6½ |
| Corn spirit, double strength | .. | .. | .. | .. | " | 3 1½ |
| All other spirits, cordials, wines, and liqueurs— | | | | | | |
| In wood | .. | .. | .. | .. | " | 2 4½ |
| Bottled | .. | .. | .. | .. | Per quart bottle | 0 6 |
| Tobacco of all sorts | .. | .. | .. | .. | Per lb. | 0 6½ |
| Cigarettes | .. | .. | .. | .. | Per 100.. | 1 1½ |
| Cigars | .. | .. | .. | .. | " " | 2 2½ |
| Coffee, chicory, and all substitutes for coffee | .. | .. | .. | .. | Per cwt. | 11 3½ |
| Sugar and molasses, all sorts | .. | .. | .. | .. | " | 5 7½ |
| A duty is further levied on bitters, bitter liqueurs, elixirs, and arcana, amounting to about | | | | | Per gallon | 21 0 |

This last duty, and the duty on cigarettes, seems to mean a prohibition against these imports.

Exports.

The principal exports are shown in Annex B, made out on the same principle as Annex A. The decrease in the exports to Great Britain is especially noteworthy, the exports having fallen from 152,000*l.* in 1895 down to 125,000*l.* in 1897. The chief cause of this decrease is that the British market for live sheep is practically closed. Efforts are being made to find new markets. Shipments of live sheep have been sent to France and Belgium, but these transactions have turned out to be a failure. In France the duties levied on imported live sheep are so high, that although they fetch higher prices in France than in England, it nevertheless pays better to send the sheep to England for slaughter, as shown by the results of the efforts made in 1898. For several years practically the whole of the export of live sheep has been conducted by the firm Louis Zöllner, of Newcastle-on-Tyne.

Sheep.

The official returns of Iceland show that sheep have been exported as follows:—

| Year. | | | | | Number. | |
|-------|----|----|----|----|-------------------|-------------------------|
| | | | | | To Great Britain. | To all other Countries. |
| | | | | | Head. | Head. |
| 1895 | .. | .. | .. | .. | 33,071 | .. |
| 1896 | .. | .. | .. | .. | 60,412 | 1 |
| 1897 | .. | .. | .. | .. | 26,181 | 1,170 |

I think that the figures are too low. Simultaneously with the

export of sheep decreasing, the export of salt mutton increases. Salt mutton from Iceland is mostly sold in Norway.

I am unable to give exact figures of the export of ponies, the statistics being very defective in that respect. According to the official returns the exports have been as follows:—In 1895 the export may be estimated at about 1,088 ponies, in 1896 about 2,000 ponies, about 2,500 in 1897 and 1898, and in 1899 about 3,500, almost entirely to Great Britain.

Wool is mostly exported to Great Britain, Denmark, and partially to Norway. The wool exported to Denmark mostly goes to England, but last year a good deal was sent to Poland and Germany as well as Norway, through the low prices prevailing in England.

At present wool prices are exceedingly low.

The value of exported wool has been as follows:—

| Country. | Value. | | |
|---------------------------|--------|--------|--------|
| | 1895. | 1896. | 1897. |
| | £ | £ | £ |
| Denmark | 40,452 | 30,437 | 36,738 |
| Great Britain | 15,815 | 16,881 | 13,172 |
| Norway and Sweden | 18,537 | 4,620 | 2,920 |

Salt fish is by far the most important article for export. The large cod mostly goes to Spain, a good deal of small cod to Genoa and other Mediterranean ports. Cod and haddock of all kinds are exported to Great Britain (especially Liverpool and Leith), and to Denmark. Up to date the fish has been exported to Spain and Italy in sailing vessels, and often Icelandic fish has been sent to Norway and thence to Southern Europe in Norwegian steamers. The United Steamship Company of Copenhagen intends to establish a direct route of steamers from Iceland to Spain and Italy. The result of this scheme, however, is still doubtful, but the Italian and Spanish merchants are constantly complaining of the antiquated mode of sending the fish in small sailing vessels.

The price of salt fish was high in 1899.

The export of all kinds of fish has been divided between the import countries as follows:—

| Country. | Value. | | |
|---------------------------|--------|--------|--------|
| | 1895. | 1896. | 1897. |
| | £ | £ | £ |
| Denmark | 43,980 | 33,005 | 44,472 |
| Great Britain | 32,509 | 32,059 | 27,997 |
| Norway and Sweden | 16,028 | 20,808 | 19,270 |
| Spain | 30,010 | 29,273 | 31,905 |
| Italy | 14,294 | 12,436 | 15,416 |

Herring.

Herring is caught chiefly on the eastern coast, and exported salted mostly to Norway. Long-line fishermen also use it for bait, but as the herring fishing is very uncertain it often cannot be procured as bait. Of late some ice-houses on the American system have been erected in the principal ports of Iceland, where a sufficient supply of herring is kept frozen and sold to the fishermen when live herring is scarce.

Herring has been exported as follows to :—

| Country. | Value. | | |
|-------------------------|--------|--------|-------|
| | 1895. | 1896. | 1897. |
| | £ | £ | £ |
| Norway and Sweden | .. | 11,314 | 4,073 |
| Denmark | 122 | 2,246 | 1,806 |
| Great Britain | .. | 1,820 | 22 |

Fish oils.

As to the exports of cod oil and shark oil, I have nothing new to report. The latter article is chiefly exported from the northern ports of Iceland, especially Akureyri.

The export of whale oil is comparatively large. Whale fishing is carried on upon an increasing scale, and in 1898 a new Danish-Icelandic Whale Fishing Company was formed, having its seat in Copenhagen. With this exception, whale fishing is totally in the hands of Norwegians, who own about 20 to 30 whaling steamers in Icelandic waters.

Export duties.

The duties levied on exported goods are as follows :—

| On— | | Amount. |
|--|---------------|---------|
| | | s. d. |
| Salt and dried fish | Per cwt. .. | 0 1½ |
| Half-dried, salted, and fresh fish | Per 100 .. | 0 2½ |
| Cod sounds | Per cwt. .. | 0 4 |
| Salted roes. | Per barrel .. | 0 2 |
| Salt herring | " .. | 0 2½ |
| Fish oil (cod, shark, &c.) | " .. | 0 4 |
| Salmon (salted, smoked, or tinned) | Per cwt. .. | 0 4 |
| Other fish (tinned) | " .. | 0 1½ |
| Plaice | " .. | 0 0½ |
| Halibut | " .. | 0 0½ |
| Whalebone | " .. | 1 1½ |
| Whale-oil | Per barrel .. | 0 6½ |
| Whale meal | Per cwt. .. | 0 3½ |
| Whale guano | " .. | 0 1½ |
| Ground whalebone | " .. | 0 1½ |

General remarks on trade.

The old barter system still prevails in Iceland. Cash trade, which was increasing of late years owing to the export of live sheep to Great Britain, is now rapidly decreasing as this market has been closed.

As stated in my last report the Bank of Iceland had, in 1898, almost stopped its loans. In the last session of the Althing (1899) the Icelandic Government brought in a bill for the institution of a mortgage bank, with a capital amounting to 1,200,000 kr., in connection with the Bank of Iceland.

The bonds of this institution stand high, giving $4\frac{1}{2}$ per cent. interest.

In the last session of the Althing it was further enacted that the Bank of Iceland should be allowed to issue 250,000 kr. in addition to the sum now granted, so that the amount of bank-notes in circulation now will rise to 750,000 kr. Both the above measures have become law.

The Bank of Iceland has been of great use for British traders up here, especially during the last years, by supplying them with a good deal of money against drafts on their firms.

As to the proposed telegraph cable project, no change of any consequence has taken place since my last report. Seydisfjord has been decided upon as the station where the maritime cable ought to touch Iceland. Further, an overland cable from Seydisfjord to Reykjavik has been decided upon in order to put the capital in contact with the world. Both Denmark and Iceland have granted subsidies for the execution of the scheme, but the amounts granted are too small for starting the undertaking. Meteorological stations have been asked as to the probable number of telegrams they would require, and every pains have been taken for the project, but as to the issue nothing can as yet be predicted.

I do not know of any improvement worth speaking of with regard to the state of Icelandic harbours.

The following list shows the total number and tonnage of all the vessels which entered Icelandic ports in 1893-97. Statistics for 1898 and 1899 are as yet only available for Reykjavik.

I annex a return of all ships that have entered Reykjavik in 1899 (Annex C).

TABLE of Shipping to Iceland during the Years 1893-97.

| From— | 1893. | | 1894. | | 1895. | | 1896. | | 1897. | |
|--------------------|--------------------|--------|--------------------|--------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Great Britain.. | 153 | 28,925 | 188 | 28,716 | 151 | 34,033 | 153 | 35,489 | 174 | 34,983 |
| Denmark .. | 119 | 17,432 | 101 | 14,389 | 100 | 15,650 | 84 | 17,045 | 90 | 17,564 |
| Norway .. | 75 | 10,796 | 54 | 6,316 | 101 | 12,997 | 123 | 17,627 | 109 | 15,673 |
| Other countries .. | 6 | 1,094 | 5 | 1,083 | 2 | 113 | 7 | 1,700 | 7 | 2,001 |
| Total .. | 353 | 58,187 | 298 | 50,454 | 354 | 62,793 | 366 | 71,841 | 380 | 70,201 |

Of which—

| | 1893. | | 1894. | | 1895. | | 1896. | | 1897. | |
|--------------------|--------------------|--------|--------------------|--------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Steamers .. | 91 | 31,601 | 65 | 29,402 | 136 | 43,170 | 150 | 50,004 | 155 | 46,221 |
| Sailing vessels .. | 262 | 26,586 | 233 | 21,052 | 218 | 19,623 | 216 | 21,837 | 225 | 23,980 |

As will be seen from this table, the number of vessels and the tonnage is increasing, a single year (1894) making an exception. The ascendancy of Great Britain, partly owing to the geographical situation and to the fact that Danish mail steamers touch at Leith, has in the last year showed a slight decrease. This arises from the fact that the British market for live sheep is practically closed. The trade with and the shipping from Norway has been increasing to a high degree during the last years. Shipping from other countries has been increasing.

The regular mail service between Iceland and other European countries is now in a far better state than formerly. The regular mail steamers of the United Steamship Company of Copenhagen at present (1900) make 18 voyages from Copenhagen to Iceland, calling at Leith and the Faröes. Two coasting boats, also owned by the same company, make six tours round Iceland in the months from April to October.

Means of
communication with
other
European
countries.

Further a private enterprise has started new lines, and regular steamers are running between Denmark and Iceland calling at ports in Norway and the Faröe Isles. Two small steamers owned by the firm O. Wathne's Heirs, at Seydisfjord, call at the ports of the east of Iceland. The firm Thor. E. Tulinius is also carrying on a regular mail service by two small steamers visiting Norway, Scotland, the Faröe Isles and the principal ports in the east and south-east of Iceland. The firm Louis Zöllner, of Newcastle-on-Tyne, runs some steamers making regular voyages with cargo only between several Icelandic and British ports during the summer months. This development of the means of communication is remarkable when compared with the state of affairs only a few years ago.

No new lighthouses have been erected since I wrote my last Lighthouses report.

All vessels coming from abroad pay a clearance fee of 25 öre (3½d.) per net register ton at the first harbour entered. Vessels which pass Reykjanes lighthouse and enter a port in Faxi Bay pay light dues of 20 öre (2½d.) per net register ton, but if they pass Faxi Bay and enter a port north of Snæfellsnes they only pay 15 öre (2d.) per ton.

Shipping and
light dues.

At Reykjavik, harbour dues of 15 öre (2d.) per net register ton are charged on first entry; if there are subsequent entries in the same year the harbour dues are reduced by 25 per cent.

Harbour
dues, pilotage
fees, &c.

At Reykjavik pilotage is compulsory on the first entry in each year, for which 8 öre (1½d.) per net register ton is charged. On subsequent entries in the same year pilotage is optional at the same rate.

Each vessel pays also a pilotage fund fee of 1 kr. (1s. 1½d.), and between August 14 and April 14 a harbour light fee of 2 kr. (2s. 2½d.). For permission to take ballast on the beaches of Reykjavik a fee of 10 öre (1¼d.) per net register ton is charged, and for permission to take water a fee of 2 kr. (2s. 2½d.) per vessel.

Authorised pilots will be found at most of the other ports, at which pilotage is optional.

At Isafjord the harbour dues are 15 öre (2*d.*), and at Akureyri 12 öre (1½*d.*) per net register ton.

**Fees charged
for foreign
fishing
vessels.**

Foreign fishing vessels entering harbours in Iceland pay the same dues as trading vessels, except that the clearance fee is 10 öre (1½*d.*) per net register ton at the first port entered, and 5 öre (¾*d.*) per ton at each port subsequently entered on the same voyage, and compulsory pilotage at Reykjavik is 5 öre (¾*d.*) per net register ton.

All foreign vessels entering ports of Iceland must produce a bill of health and manifest, both attested by the Danish Consul at their port of departure. These visas are often omitted, which involves a fine.

Population.

The population of Iceland was in the beginning of 1898, 75,663, which compared with the population in 1890, 70,927, shows a marked increase, or more than 6 per cent. during eight years.

Emigration.

Emigration from Iceland has not been worth speaking of from 1891 to 1897. In 1897 about 50 persons emigrated to British North America, but now emigration on a large scale is imminent. The condition of the Icelandic farmers is depressing since the British market for live sheep was closed. The farmers have great difficulty in paying mortgages on their farms, where often 10 per cent. of the capital or more is to be paid back yearly. Wool and most other rural products have been sold at lower prices than usual.

Industries.

No industries of any importance exist as yet in Iceland, but it is possible that the island may become a great industrial country in future owing to its rivers and great waterfalls.

There is a good deal of knitting in Iceland, and a considerable quantity of woollen goods are manufactured especially for sailors. At present there are four small manufactories for carding and spinning wool, working only for the inhabitants; but these manufactories are handicapped by the scarcity of money, the customers seldom being able to pay in cash, and the scarcity of capital not allowing the owners to put them on a good footing. If the Icelanders were supported by foreign capital, success would, no doubt, be certain.

Agriculture.

With regard to agriculture, the old state of things still prevails, and there can scarcely be said to be any agriculture in the strict sense of the word.

Four agricultural schools have been working for several years. These schools have done a good work already in many respects, and are likely to put the Icelandic farming on a better footing in future by teaching the farmers some rational methods of working, and by improving the mediæval farming system which still prevails in most parts of the country. Hay is the only actual crop raised in Iceland. Root crops, such as potatoes and turnips, are also cultivated, and the farmers are improving their soil and houses every year.

The average number of cattle in Iceland during the years 1891-97 was as follows:—

| Year. | Number of Head. | Per 100 Inhabitants. |
|-------------------------|-----------------|----------------------|
| 1891-95 (average) | 21,840 | .. |
| 1896 | 23,713 | 32 |
| 1897 | 23,109 | 31 |

The average number of sheep in Iceland during the years 1891-97 was as follows :—

| Year. | Number of Head. | Per 100 Inhabitants. |
|-------------------------|-----------------|----------------------|
| 1891-95 (average) | 757,091 | 1,081 |
| 1896 | 841,966 | 1,128 |
| 1897 | 754,115 | 995 |

The average number of ponies in Iceland during the years 1891-97 was as follows :—

| Year. | Number of Head. | Per 100 Inhabitants. |
|-------------------------|-----------------|----------------------|
| 1891-95 (average) | 36,465 | .. |
| 1896 | 42,235 | 56 |
| 1897 | 42,470 | 55 |

Cattle, sheep, and ponies were, in 1897, estimated at 568,000/.

In Iceland distinction is made between cultivated or farmyard grass of superior quality and grass of inferior quality, being only the product of unaided nature ; the former sort of hay is used for milk cows, ewes, and stall-fed ponies, the latter for other cattle and sheep.

The hay crop in Iceland during the years 1891-97 was as follows :—

| Year. | Quantity. | |
|-------------------------|-----------------|------------------|
| | Farmyard Grass. | Inferior Grass. |
| 1891-95 (average) | Tons. 57,581 | Tons. 109,900 |
| 1896.. .. | 59,881 | 109,200 |
| 1897.. .. | 59,720 | 109,460 |

The hay crop in 1897 cannot be valued at less than 232,000/., and all the figures are too low.

The produce of potatoes and turnips during the years 1891-97 has been as follows:—

| Year. | Quantity. | |
|-------------------------|-----------|----------|
| | Potatoes. | Turnips. |
| | Barrels. | Barrels. |
| 1891-95 (average) | 11,395 | 13,515 |
| 1896.. .. | 13,026 | 10,375 |
| 1897.. .. | 11,951 | 9,480 |

The area of cultivated soil in Iceland in 1897 was as follows:—

| Area. | English Square Miles. |
|---|-----------------------|
| Farmyards (cultivated for grass of superior quality) .. | 59·0 |
| Kitchen gardens (for potatoes, &c.) | 0·82 |
| Irrigated meadows (for grass) | 10·0 |
| Total | 69·82 |

Progress of farming.

There has been a good deal of progress in Icelandic farming during later years, and farmers are busying themselves in fertilisation of the soil. The chief improvements are their attempts at levelling and breaking the farmyards. They also take pains to drain the wet soil, to make kitchen gardens, to erect fences of stone and earth round the farmyards, and to improve their houses.

During the years 1893-97 the acreage of levelled and broken soil was as follows:—

| Year. | Area. |
|------------|--------|
| | Acres. |
| 1893 | 329 |
| 1894 | 371 |
| 1895 | 501 |
| 1896 | 564 |
| 1897 | 552 |

Kitchen gardens have during the same period been increased as follows:—

| Year. | | | | | | Area. |
|-------|----|----|----|----|----|--------|
| | | | | | | Acres. |
| 1893 | .. | .. | .. | .. | .. | 21 |
| 1894 | .. | .. | .. | .. | .. | 29 |
| 1895 | .. | .. | .. | .. | .. | 39 |
| 1896 | .. | .. | .. | .. | .. | 44 |
| 1897 | .. | .. | .. | .. | .. | 31 |

Stone and earth fences round farm yards and kitchen gardens, and for the purpose of watering the soil have, during the years 1893-97, been laid to the following extent :—

| Year. | | | | | | Length. |
|-------|----|----|----|----|----|-------------|
| | | | | | | Kilometres. |
| 1893 | .. | .. | .. | .. | .. | 45.5 |
| 1894 | .. | .. | .. | .. | .. | 49.5 |
| 1895 | .. | .. | .. | .. | .. | 49.0 |
| 1896 | .. | .. | .. | .. | .. | 62.1 |
| 1897 | .. | .. | .. | .. | .. | 93.1 |

Ditches for conveying water, and for draining the soil have, during the same period, been dug to the following extent :—

| Year. | | | | | | Length. |
|-------|----|----|----|----|----|-------------|
| | | | | | | Kilometres. |
| 1893 | .. | .. | .. | .. | .. | 68.7 |
| 1894 | .. | .. | .. | .. | .. | 99.9 |
| 1895 | .. | .. | .. | .. | .. | 78.9 |
| 1896 | .. | .. | .. | .. | .. | 91.5 |
| 1897 | .. | .. | .. | .. | .. | 84.3 |

Since 1896 there have not been any great earthquakes. In certain parts of Iceland earthquakes are felt sometimes every year. In the southern districts of the island people have begun to build timber houses on their farms to a greater extent than formerly. Buildings of timber have been proved to offer a better resistance to the earthquakes than the Icelandic turf houses.

Some progress has been made in the codfishery, especially in the western districts and at Reykjavik, where the use of smacks is constantly increasing, and displacing the use of open boats.

In Faxi Bay the open boats are for the greater part given up, and the transition from the open boats to the smacks has been causing a distress which still prevails, at least as far as Faxi Bay is concerned. The codfishing by means of smacks looks very promising at present.

The herring fishing in the east of Iceland is still, as it has been formerly, for the most part carried on by the Norwegians, the Icelanders being short of capital to do it on a large scale.

Flat fish.

Halibut and other flat fish still abound on the coasts of Iceland, but though largely used in the country itself these fish are not exported to any appreciable extent by the Icelanders, but by foreigners, especially British line-fishing steamers and trawlers.

SEYDISFJORD.

Mr. Vice-Consul J. M. Hansen reports for the year 1899 as follows:—

Trade with Great Britain has increased this year, and in all probability it will continue to do so.

Several fishing companies have been formed in Iceland. More coals and other British exports are wanted, and the export from here both of fresh and cured fish will extend.

Only three merchant ships have been here discharging or loading, but most of the goods comes in the Danish mail steamers calling at Leith, and coals and salt are imported in Danish or Norwegian steamers.

The greater part of the cured fish and wool is sent to Great Britain.

The co-operative trading companies and the fishing companies will be of great importance for the increase of trade between Great Britain and Iceland.

ANNEX A.—RETURN of Principal Articles of Import to Iceland during the Year 1897.

| Articles. | From Denmark. | | From Great Britain. | | From Norway and Sweden. | | From other Countries. | | Total. | |
|-----------------------------------|---------------|---------|---------------------|---------|-------------------------|--------|-----------------------|--------|-----------|---------|
| | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| Eye meal | 31,468 | 10,937 | 1,150 | 366 | 1,222 | 413 | 237 | 76 | 34,697 | 11,792 |
| Barley (pot) | 39,977 | 14,864 | 3,141 | 1,052 | 2,588 | 936 | 1,407 | 478 | 47,183 | 17,360 |
| Rice | 17,388 | 10,064 | 6,239 | 2,908 | 648 | 378 | 1,455 | 74 | 25,780 | 13,354 |
| Wheat flour | 10,882 | 6,481 | 5,051 | 2,741 | 737 | 448 | 417 | 215 | 16,887 | 9,885 |
| Flour | 4,887 | 3,298 | 2,514 | 1,407 | 205 | 151 | 102 | 61 | 7,709 | 4,917 |
| Other cereals | 7,085 | 3,193 | 8,212 | 3,466 | 512 | 219 | 931 | 304 | 16,760 | 7,182 |
| Bread and biscuits | ... | 7,394 | ... | 1,897 | ... | 1,453 | ... | 156 | ... | 10,900 |
| Butter and margarine | ... | 4,715 | ... | 2,530 | ... | 453 | ... | 82 | ... | 7,890 |
| Cheese | 927 | 2,705 | 372 | 959 | 365 | 876 | 76 | 2 | 1,740 | 4,545 |
| Coffee | 4,674 | 18,180 | 1,116 | 3,894 | 226 | 934 | 97 | 322 | 6,113 | 23,320 |
| Chocolate | 2,453 | 5,811 | 238 | 512 | 48 | 368 | 197 | 458 | 2,936 | 7,149 |
| Sugar (candy, loaf, cube, soft) | 16,681 | 22,683 | 5,942 | 6,984 | 789 | 1,003 | 313 | 370 | 23,725 | 30,940 |
| Spices, dried fruits, &c. | ... | 8,355 | ... | 1,900 | ... | 409 | ... | 34 | ... | 9,998 |
| Tobacco and cigars | 2,005 | 10,239 | 271 | 1,773 | 44 | 394 | 27 | 276 | 2,347 | 21,682 |
| Corn brandy | 59,959 | 11,626 | 15,778 | 997 | 879 | 199 | 367 | 100 | 76,883 | 16,922 |
| Other spirits, wines, and beer | 54,339 | 9,718 | 2,138 | 1,398 | 431 | 112 | 530 | 212 | 57,438 | 11,470 |
| Cotton and linen goods | ... | 20,999 | ... | 9,993 | ... | 406 | ... | 731 | ... | 32,139 |
| Woolen goods and cloth | ... | 5,908 | ... | 1,757 | ... | 167 | ... | 1,266 | ... | 8,998 |
| Other textile goods | ... | 670 | ... | 301 | ... | 35 | ... | 356 | ... | 1,292 |
| Ready-made clothing | ... | 14,578 | ... | 1,126 | ... | 452 | ... | 1,191 | ... | 17,347 |
| Salt | 1,852 | 2,440 | 13,900 | 17,062 | 735 | 917 | 493 | 719 | 16,390 | 21,158 |
| Coal | ... | 2,131 | ... | 19,060 | ... | 6,421 | ... | ... | ... | 26,602 |
| Petroleum | 26,340 | 1,242 | 107,594 | 4,148 | 6,372 | 282 | 284 | 85 | 141,370 | 5,757 |
| Ropes, lines, and twine | ... | 5,485 | ... | 4,040 | ... | 1,214 | ... | 237 | ... | 10,976 |
| Hardware | ... | 17,628 | ... | 2,564 | ... | 5,102 | ... | 281 | ... | 23,583 |
| Timber | ... | 5,111 | ... | 12 | ... | 13,278 | ... | ... | ... | 23,396 |
| Galvanised corrugated iron sheets | ... | 660 | ... | 5,374 | ... | 27 | ... | 431 | ... | 6,482 |
| Leather and hides | ... | 4,847 | ... | 406 | ... | 109 | ... | 815 | ... | 6,179 |
| Glass and crockery | ... | 820 | ... | 82 | ... | 25 | ... | ... | ... | 827 |
| Soap | ... | 2,740 | ... | 520 | ... | 226 | ... | 82 | ... | 3,538 |
| Other articles | ... | 40,804 | ... | 7,508 | ... | 12,224 | ... | 1,410 | ... | 61,946 |
| Total | ... | 287,877 | ... | 106,949 | ... | 54,626 | ... | 10,774 | ... | 460,236 |

(677)

B

ICELAND.

Annex B.—RETURN of Principal Articles of Export from Iceland during the Year 1897.

| Articles. | Denmark. | | Great Britain. | | Norway. | | Spain. | | Italy. | | Other Countries. | | Total. | |
|-----------------|-----------|---------|----------------|---------|-----------|--------|-----------|--------|-----------|--------|------------------|--------|-----------|---------|
| | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| Salt mutton | 15,838 | 11,716 | 61 | 41 | 4,110 | 4,835 | ... | ... | ... | ... | ... | ... | 20,009 | 16,592 |
| Tallow | 316 | 309 | ... | ... | 53 | 54 | ... | ... | ... | ... | ... | ... | 369 | 365 |
| Wool | 13,248 | 36,738 | 4,403 | 13,172 | 1,018 | 2,920 | ... | ... | ... | ... | ... | ... | 18,679 | 52,320 |
| Sheep skins | 43,365 | 4,175 | 4,982 | 401 | 3,825 | 412 | ... | ... | ... | ... | ... | ... | 64,114 | 5,169 |
| Elder down | 5,821 | 2,712 | 1,764 | 729 | 309 | 152 | ... | ... | ... | ... | ... | ... | 7,987 | 2,610 |
| Salt cod, large | 40,839 | 25,319 | 13,744 | 8,151 | 19,965 | 12,797 | 44,051 | 30,892 | 163 | 108 | 4,665 | 3,140 | 125,400 | 90,397 |
| Salt cod, small | 17,938 | 8,704 | 19,486 | 9,837 | 8,124 | 3,939 | 1,708 | 940 | 20,782 | 11,294 | 2,308 | 1,241 | 70,402 | 35,945 |
| Salt haddock | 22,529 | 3,214 | 23,722 | 9,871 | 6,145 | 2,517 | 1,68 | 43 | 9,427 | 4,024 | 2,403 | 1,013 | 64,314 | 24,892 |
| Salt ling, &c. | 1,636 | 881 | 365 | 135 | 15 | 7 | ... | ... | ... | ... | ... | ... | 1,961 | 1,031 |
| Dried fish | 200 | 354 | 2 | 3 | ... | ... | ... | ... | ... | ... | ... | ... | 262 | 357 |
| Salt herring | 3,105 | 1,805 | 40 | 22 | 7,335 | 4,073 | ... | ... | ... | ... | ... | ... | 10,480 | 5,901 |
| Salmon | 327 | 1,699 | 1 | 3 | 10 | 27 | ... | ... | ... | ... | ... | ... | 338 | 929 |
| Cod oil | 943 | 1,032 | 14 | 20 | 40 | 54 | ... | ... | ... | ... | ... | ... | 1,007 | 1,137 |
| Shark oil | 7,238 | 9,593 | 6 | 8 | 22 | 38 | ... | ... | ... | ... | ... | ... | 7,266 | 9,629 |
| Whale oil | 26 | 34 | 38,337 | 45,268 | 8,709 | 11,416 | ... | ... | ... | ... | ... | ... | 47,082 | 64,708 |
| Fonies (living) | 22 | 14 | 21,181 | 2,498 | ... | ... | ... | ... | ... | ... | ... | ... | 933 | 2,582 |
| Sheep (living) | 220 | 144 | ... | 13,631 | ... | ... | ... | ... | ... | ... | ... | ... | 22,351 | 11,321 |
| Knitted goods | ... | 935 | ... | 15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 961 |
| Other articles | ... | 18,530 | ... | 21,860 | ... | 9,800 | ... | 321 | ... | ... | ... | 880 | ... | 53,881 |
| Total | ... | 133,191 | ... | 128,156 | ... | 53,051 | ... | 32,226 | ... | 15,416 | ... | 7,065 | ... | 368,095 |

Annex C.—RETURN of all Ocean-Going Vessels that have
Entered the Port of Reykjavik during the Year 1899.

| Nationality. | Sailing. | | Steam. | | Total. | |
|----------------------------------|-----------------------|-------|-----------------------|--------|-----------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Danish and Ice- landic | 18 | 1,777 | 32 | 15,844 | 50 | 17,621 |
| Norwegian... .. | 16 | 1,672 | 19 | 4,597 | 35 | 6,269 |
| British | 1 | 173 | 1 | 261 | 2 | 434 |
| Total | 35 | 3,622 | 52 | 20,702 | 87 | 24,324 |

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DIPLOMATIC AND CONSULAR REPORTS.

DOMINICAN REPUBLIC.

REPORT FOR THE YEAR ENDING MARCH, 1900.

ON THE

TRADE OF THE REPUBLIC OF SANTO DOMINGO.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2313.

*Presented to both Houses of Parliament by Command of Her Majesty,
NOVEMBER, 1900.*

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No. 2537.

Annual Series.

Reference to previous Report, Annual Series No. 2313.

Report on the Trade of the Republic of Santo Domingo for the Year ending March, 1900,

By MR. VICE-CONSUL H. H. GOSLING.

(Received at Foreign Office, October 26, 1900.)

The year 1899 was one of political and commercial agitation in the Republic of Santo Domingo. The depreciated currency was the principal cause of the general distress. After the assassination of President Heuraux, in July, the country was in such a state financially that the incoming Government found itself saddled with a difficult task. The first step taken by them, the demonetisation of the paper currency, which at that time was worth 25 to 1 in exchange for the United States dollar, was the only logical solution of the difficulty, but it left the country with an insufficient amount of currency. General remarks.

In addition to this the obligation of recalling the paper remained. Up to date nothing satisfactory has been done towards this end.

From time to time sums of American gold have been sold at auction for paper currency, and the Government has just passed a decree allowing 50 per cent. of the port charges to be paid in paper at 5 to 1.

These measures, although of some benefit, are not satisfactory to the majority of the holders of the paper, who are principally foreign merchants resident in the country. Some of these are demanding an immediate settlement and threaten to put their cases into the hands of their Governments, while others seem to think it wiser to wait. At present the Government is unable to make a complete settlement.

During the year exports have increased and imports decreased.

The sugar crop, although short in some localities, has been in the main profitable owing to the good prices which prevailed and the extraordinary cheapness of labour. The coffee, cocoa and tobacco crops also have been good, and these products are exported in increasing quantities and of better quality, principally to Germany. High import duties prevent the imports of Santo Domingo from ever becoming important; nothing but the

cheapest merchandise can be imported, as when the duties are paid, the very worst qualities of goods become exceedingly expensive. From a political standpoint also the situation cannot be regarded as satisfactory. One uprising has already taken place and there is much disaffection in various localities. There is no particular cause for such a state of affairs unless it be the late contract made between the Government and the Santo Domingo Improvement Company who, representing the creditors of the Government, collect the customs revenues.

The contract is unpopular throughout the country.

Appended are the import and export statistics of the year 1899.

STATISTICS of Imports and Exports for the Year 1899.

| Ports. | Imports. | | | | Exports. | | | |
|---------------|-----------|---------|-----------|---------|-----------|---------|---------|---------|
| | Value. | | Duties. | | Value. | | Duties. | |
| | Dol. | gold c. | Dol. | gold c. | Dol. | gold c. | Dol. | gold c. |
| Santo Domingo | 533,122 | 25 | 311,472 | 06 | 792,397 | 45 | 54,850 | 61 |
| Macoris.. | 302,762 | 32 | 79,295 | 39 | 1,590,418 | 84 | 159,018 | 44 |
| Sanchez.. | 215,061 | 34 | 194,528 | 15 | 748,675 | 25 | 46,315 | 95 |
| Samana.. | 24,472 | 32 | 19,786 | 29 | 105,842 | 40 | 5,320 | 38 |
| Puerto Plata | 481,364 | 02 | 448,716 | 85 | 752,654 | 60 | 97,470 | 48 |
| Monti Cristy | 28,962 | 27 | 32,894 | 44 | 126,734 | 38 | 13,559 | 23 |
| Azua .. | 76,240 | 73 | 79,295 | 39 | 49,894 | 60 | 12,796 | 01 |
| Total | 1,661,994 | 25 | 1,165,939 | 47 | 4,166,617 | 52 | 390,326 | 10 |

TOTAL Duties.

| | | | | | Total Duties. | |
|---------|----|----|----|----|---------------|---------|
| | | | | | Dol. | gold c. |
| Imports | .. | .. | .. | .. | 1,165,939 | 47 |
| Exports | .. | .. | .. | .. | 390,326 | 10 |
| Total | .. | .. | .. | .. | 1,556,265 | 57 |

Quantity of Merchandise Exported during the Year 1899.

| Port. | Satin Wood. | Turtle Shell. | Tobacco. | Honey. | Wax. | Resin. | Lignum Vitæ. | Bestard Lignum Vitæ. | Logwood. | Coffee. | Cocoa. | Gums. | Hides. | Cattle. | Molasses. | Cedar. | Abby. | Mahogany. | Sugar. |
|---------------|-------------|---------------|----------|----------|-------|--------|--------------|----------------------|----------|-----------|-----------|-------|-----------|---------|-----------|---------|-------|-----------|--------|
| | Feet. | Lbs. | Tons. | Gallons. | Tons. | Tons. | Tons. | Tons. | Tons. | Quintals. | Quintals. | Lbs. | Quintals. | Head. | Gallons. | Feet. | Feet. | Feet. | Tons. |
| Santo Domingo | 2,000 | 35 | ... | 22,320 | 36 | 22 | 42 | 52 | 130 | 1,913 | 5,782 | ... | 606 | 81 | ... | ... | ... | 325,896 | 10,787 |
| Puerto Plata | 12,668 | ... | 2,587 | 13,312 | 43 | 119 | ... | ... | 74 | 11,180 | 12,945 | ... | 776 | 196 | ... | 113,208 | ... | 140,188 | 219 |
| Monte Cristi | 84,000 | 12 | 2 | 2,430 | 11 | 19 | ... | ... | 728 | 478 | 2 | ... | 416 | ... | 1,390 | 21,500 | ... | 247,846 | ... |
| Macoris | ... | 64 | ... | 4,599 | 9 | ... | 4 | ... | ... | 64 | 338 | ... | 327 | ... | 47,988 | ... | ... | 11,343 | 30,866 |
| Sanchez | ... | ... | 410 | 1,066 | 25 | ... | ... | ... | ... | 1,021 | 2,890 | ... | 396 | ... | ... | ... | ... | ... | ... |
| Samana | ... | 3 | ... | ... | 11 | ... | ... | ... | ... | ... | 3,793 | ... | 2 | ... | ... | ... | ... | ... | ... |
| Azua | ... | 8 | ... | 20,780 | 9 | ... | 173 | 4 | 40 | 751 | ... | 3,140 | 536 | ... | ... | 2,110 | 3,300 | 61,510 | 9,022 |
| Barahona | ... | ... | ... | ... | 1 | ... | 308 | 532 | ... | 50 | ... | ... | ... | ... | ... | ... | ... | 46,480 | ... |
| Total | 99,668 | 122 | 3,999 | 64,506 | 136 | 180 | 527 | 608 | 972 | 15,367 | 26,350 | 3,140 | 3,069 | 277 | 49,276 | 136,518 | 3,200 | 833,273 | 50,983 |

Note.—2,000 lbs. = 1 ton.

SANTO DOMINGO.

PUERTO PLATA.

Mr. Vice-Consul C. G. McGrigor reports as follows:—

Trade. The trade of this port during the past 12 months, as compared with the commercial movement during the preceding year, has been far from satisfactory.

The principal cause of this falling-off of values all round may be attributed to the financial disorders prevalent throughout the earlier part of the year, and to the critical condition into which the country was thrown by the flood of paper money which was forcibly circulated by the Government, and which, having no definite guarantee, soon brought all business to a standstill.

The attached tables of statistics, Annexes A, B, C and D, show the shipping and business movement in 1899; but owing to the causes above alluded to, it would be difficult to say with any degree of accuracy whether the falling-off of exports should be attributed to short crops, or to the reluctance of the planter to sell his produce to the merchant in exchange for paper money. Probably the figures are equally affected by both circumstances.

Shipping. The increase in steam tonnage arriving at this port is due to the additional service rendered by small British and Norwegian steamers engaged in the banana trade between this coast and ports in the United States. The bulk of the carrying trade still remains monopolised by the regular French, German and American steamers, and I have no change to report in the freight rates.

Small sailing tonnage this year has been confined to coasting traffic exclusively.

Exports. The value of exports from this port last year amounted to 150,531*l.*, as compared to 217,168*l.* in 1898. The revenue derived by Government in duty levied on exports amounted to 97,470 dol. gold, as against 119,947 dol. gold in 1898.

Cocoa. It is important to note the steady increase in the production of cocoa in this district, which delivered 62,000 lbs. more than in the foregoing year, whilst as regards tobacco (a crop dependent entirely on timely rains) it is probable that the falling-off of 7,000,000 lbs. in 1899 will be more than compensated for by very heavy shipments in 1900.

Tobacco. In wax, coffee, hides, honey, dye-woods and cedar, deliveries have been lighter this year, whilst on the other hand there has been a larger output of dividivi, sugar and satinwood.

General exports. The new banana estate a few miles from this port sent out 137,000 bunches.

Bananas. Imported goods amounted in value last year to 96,273*l.*, as against 75,720*l.* in 1898, but in the first quoted figures is included the value of 97,000 dol. United States gold coin, 200,000 dol. national silver, and 10,000 dol. in Mexican silver. Exceedingly heavy duties are collected on imports here, and on the total value of 96,273*l.* there accrued to Government 407,924 dol. 41 c. gold.

Imports. It is impossible to obtain any reliable statistics regarding detailed specification and quantity of articles imported, the only figures obtainable being the total values quoted.

No new industries have been established in this section of the Industries. Republic during the past year.

Political disturbances occurred after the death of President Political. Heureaux, but these ceased immediately as soon as the general elections were over, when Don Juan Isidro Jimenez was unanimously elected President. His programme is liberal, and promises many useful reforms, those most directly affecting the present situation being the placing of the country on a gold basis with American money only as a circulating medium; the protection and assistance afforded to agricultural enterprises; and the projected reform of the customs tariff with the object of reducing the very high and prohibitive rates of duty now ruling.

The country has now recovered from the panic into which it was thrown by the latter acts of the Heureaux Administration, and with renewed confidence in the stability of the Government, exchange on gold has gone down and the paper money is being gradually withdrawn from circulation and is being replaced by sound coinage.

Beyond the erection of a new municipal building in Puerto Public Plata, no public work has been commenced in this locality, but a works. scheme for providing the town with water has been submitted to the Town Council and it is possible that an aqueduct may be constructed here at an early date by a British company working with British capital.

The general public health in this district during the past year Health. has been good, and no sicknesses of an epidemic character have been registered by the sanitary officer.

Annex A.—RETURN of all Shipping Entered and Cleared at the Port of Puerto Plata during the Year 1899.

| Nationality. | Sailing. | | Steam. | | Total. | |
|-----------------------------|--------------------|-------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons |
| British | 20 | 375 | 7 | 2,731 | 27 | 3,106 |
| Dominican | 18 | 238 | ... | ... | 18 | 238 |
| American | 3 | 402 | 32 | 51,788 | 35 | 52,890 |
| French | ... | ... | 22 | 32,569 | 22 | 32,569 |
| German | ... | ... | 38 | 59,143 | 38 | 59,143 |
| Norwegian | ... | ... | 20 | 8,695 | 20 | 8,695 |
| Swedish | 1 | 336 | ... | ... | 1 | 336 |
| Haitian | ... | ... | 1 | 139 | 1 | 139 |
| Total | 42 | 2,041 | 120 | 158,065 | 162 | 157,106 |
| „ for the year preceding .. | 41 | 3,879 | 90 | 128,444 | 131 | 130,323 |

Annex B.—RETURN of Principal Articles of Export from Puerto Plata during the Years 1899-98.

| Articles. | | 1899. | | 1898. | |
|---|---------|-----------|--------------|------------|------------|
| | | Quantity. | Value. | Quantity. | Value. |
| Tobacco | Lbs. | 7,173,414 | Dol. gold c. | 14,351,100 | Dol. gold. |
| Mahogany logs | Feet | 133,768 | | 229,509 | |
| curls | | 6,420 | | 46,060 | |
| Ox hides | Number | 7,764 | | 9,197 | |
| Goat skins | Dozens | 3,087 | | 3,598 | |
| Sugar | Lbs. | 434,760 | | 104,900 | |
| Honey | Gallons | 13,312 | | 25,820 | |
| Dyewoods | Tons | 74 | | 553 | |
| Lignum vite and fustic | | 219 | | 108 | |
| Wax | Lbs. | 85,179 | | 133,097 | |
| Coffee | | 1,119,014 | | 1,372,340 | |
| Cocoa | | 1,294,669 | | 1,282,475 | |
| Dividivi | | 228,600 | | 169,015 | |
| Old copper | | 1,140 | | 1,880 | |
| Horns | Number | 680 | | 1,200 | |
| Cedar | Feet | 113,208 | | 127,508 | |
| Satinwood | | 13,686 | | 11,384 | |
| Other articles, as coconuts, bananas, cattle, &c. | | | | | |
| Total | | | 792,654 60 | | 1,085,840 |
| Equiv. in sterling | | | £ 180,531 | | £ 217,169 |

Annex C.—RETURN of Principal Articles of Import to Puerto Plata during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|---------------------------------------|-----------|---|-----------|---|
| | Quantity. | Value. | Quantity. | Value. |
| Merchandise, hardware, and provisions | Unknown | Dol. gold. 481,364 (96,273 $\frac{1}{2}$.) | Unknown | Dol. gold. 378,600 (75,720 $\frac{1}{2}$.) |

Annex D.—TABLE showing Total Value of all Articles Exported from and Imported to Puerto Plata to and from Foreign Countries during the Years 1899-98.

| Country. | Exports. | | Imports. | |
|--|---|--|---|---|
| | 1899. | 1898. | 1899. | 1898. |
| Great Britain, Germany, France, and the United States of America | Dol. gold. 752,654 (150,531 $\frac{1}{2}$) | Dol. gold. 1,085,840 (217,169 $\frac{1}{2}$.) | Dol. gold. 481,364 (96,273 $\frac{1}{2}$.) | Dol. gold. 378,600 (75,720 $\frac{1}{2}$.) |

No. 2509 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

EGYPT.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF PORT SAID
AND SUEZ.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2338.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1900.*

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No. 2509.

Annual Series.

Reference to previous Report, Annual Series No. 2338.

*Report on the Trade and Commerce of Port Said and Suez
for the Year 1899*

By MR. CONSUL CAMERON.

(Received at Foreign Office, July 24, 1900.)

The total import of coal for 1899 was 1,074,590 tons, an Imports.
increase of 70,000 tons compared with 1898. Of this total Coal.
nearly 1,000,000 tons were used by ships in transit, the re-
mainder being divided for local consumption between Port Said
and Damietta.

Only 61,000 cases of petroleum were imported in 1899 as Petroleum.
against 134,000 in 1898, owing to the bulk of the trade being at
Alexandria.

The importation of frozen meat, &c., from Australia has been as Frozen meat.
follows :—

| Articles. | | Quantity. | |
|-----------------------|-------------|-----------|-------|
| | | 1898. | 1899. |
| Mutton | Cases .. | 2,960 | 3,800 |
| Lamb | " .. | 450 | 250 |
| Beef | Quarters .. | 2,507 | 1,576 |
| Sundries, fruit | Cases .. | 151 | 109 |

This trade is in the hands of Messrs. Wills and Company,
Limited, for the supply of shipping. Very little frozen meat is
consumed on shore.

The value of imports for building purposes (timber, stone, Building
cement, bricks, &c.) has slightly fallen to 16,175*l.* from 16,392*l.* in materials.
1898.

There has been a slight increase in flour, namely, from Flour.
4,800,000 kilos. in 1898 to 4,841,000 kilos. in 1899.

About 1,590*l.* worth of horned cattle was imported as against Cattle.
2,200*l.* in 1898, while the value of sheep and goats has fallen from
2,000*l.* to 572*l.*

(658)

A 2

- Textiles.** 32,000*l.* worth of textiles was imported, as against 92,200*l.* in 1898.
- Machinery.** Machinery, however, has increased from 2,400*l.* in 1898 to 34,470*l.* in 1899.
- Exports.** The remarkable displacement of trade in cigarettes, which began in 1898, has steadily continued in favour of Port Said, the figures being :—
- Cigarettes.**

| | | | Quantity. | |
|--------------------------|----|----|-----------|---------|
| | | | 1898. | 1899. |
| | | | Kilos. | Kilos. |
| Alexandria exported | .. | .. | 153,000 | 165,000 |
| Port Said exported | .. | .. | 121,000 | 167,600 |
| Suez exported | .. | .. | 57,000 | 52,400 |
| Total export for Egypt.. | | | 331,000 | 385,000 |

**Suez Canal.
Traffic and
navigation.**

3,607 vessels with 221,000 passengers passed through the Canal in 1899, the aggregate net tonnage being 9,895,000 tons. Of these, 2,726 were merchant ships, 736 mail steamers, and 145 war ships and transports. In 1898 the total number was 3,503 with a tonnage of 9,238,000 tons.

The transit receipts have risen from 85,294,769 fr. in 1898 to 91,318,772 fr. in 1899.

**Canal
Company's
general
report.**

From the Canal Company's report presented at the general meeting of the shareholders at Paris, June 7, 1900, we learn that, while the receipts for 1898 exceeded those of 1897 by 500,000*l.*, there has been a further rise of 250,000*l.* in 1899, thus marking the 30th anniversary of the opening of the Canal as a date of unprecedented prosperity. Moreover, whereas the increase of 1898 was mainly due to a revival of Indian exports, to shipping in ballast, and to the transport of troops, these elements of traffic in 1899 decreased or were stationary, and the increase in 1899 presents a character of stability based on the genuine economic developments of the Far East, Australasia, and East Africa. Attention is called to the increase of traffic with the United States, to the famine in India, to the rise in price of coals, and to the war in South Africa.

66 new vessels have been added to the regular steamship lines using the canal :—

Clan line (Cayzer, Irvine and Company), nine; British India and Ocean, and Ropner, four each; China Mutual, T. and J. Harrison, and F. Strick, three each; Bucknall, Orient and Dickinson lines, two each.

Among foreign lines, the Japanese (Nippon Yusen Kaisha), and the French Messageries, four each; the Spanish Compania Trasatlantica and the Austrian Lloyd, three each; the German Hansa and the Hamburg-American, the Rotterdam Lloyd, and the Nederland Stoomvaart Maatschappij, two each.

In 1899 some 10,000 American troops passed through to the Philippines, and 13,000 Spanish troops returned home.

The percentage of ships using the electric light in transit was 91, as against 94 in 1898.

The mean duration of passage for all vessels through the Canal was 18 hours 38 minutes, as compared with 18 hours 2 minutes in 1898. This slight difference has been due to quarantine, the general effective rate of transit having in no way lessened, namely, 15 hours and 42 minutes.

The average net tonnage has steadily risen from 2,000 tons in 1891 to 2,743 tons in 1899.

The number of vessels which have used the Canal for the first time is 327. Of these, 68 belong to regular lines. Out of the 68, 36 are British with 129,500 tons, eight are German with 27,600 tons, and six French with 15,400 tons.

A new tug called the "Titan," built by Rennoldson & Sons, has been added to the Canal Company's establishment at Port Said. It is said to be the most powerful tug now in use in any part of the world.

On November 17, 1899, a colossal bronze statue of M. Ferdinand de Lesseps was unveiled at Port Said. It is situated on the new western jetty at the entrance of the harbour, and forms an imposing monument in honour of the founder of the Canal.

The presence of the first case of bubonic plague at Port Said was officially declared on April 30, 1900. By the end of May 50 cases had occurred, including 22 deaths; and by July 12, 90 cases, including 37 deaths.

Vessels are free to transit the Canal in quarantine without communicating with the shore, and, as nearly all the passenger steamers and most of the cargo boats have begun to do so, the loss to local business has been more seriously felt this year than in 1899 when there was plague at Alexandria.

The maximum draught of water allowed for vessels passing through the Canal is 25 feet 7 inches, or 7.80 metres. Of the 3,607 vessels entered in 1899, 2,125 drew less than 23 feet, and as many as 586 drew more than 24 feet 7 inches.

Considering that on an average throughout the year some 10 ships (five up and five down) use the Canal daily, the small number of minor casualties and the practical absence of serious disasters reflect the highest credit upon the Canal authorities for the careful navigation exercised in transit.

The only railway is a light, narrow-gauge one, the property of the Canal Company, which runs between here and Ismailia, where it joins the Egyptian Government line to Cairo or Suez.

There is now, however, a prospect of the Egyptian Government constructing a proper broad-gauge line of their own from Zagazig to Port Said by way of Salahieh. When this prospect is realised a great commercial future will be opened up for this town and harbour.

Shipping.

Annex A.—RETURN showing the Percentage of Shipping and Tonnage of different Flags in 1899. (In round Number of Tons.)

| Flag. | Number of Vessels. | Net Tonnage. | Increase or Decrease of Net Tonnage, compared with 1898. | Percentage of Net Tonnage. |
|---------------------------------|--------------------|--------------|--|----------------------------|
| Great Britain | 2,310 | 6,586,300 | + 288,000 | 66·6 |
| Germany | 387 | 1,070,300 | + 101,000 | 10·8 |
| France | 226 | 598,800 | + 27,000 | 6·1 |
| Holland | 208 | 418,800 | + 37,000 | 4·2 |
| Austria-Hungary | 101 | 266,400 | + 53,380 | 2·7 |
| Japan | 65 | 224,600 | + 41,300 | 2·3 |
| Russia | 55 | 171,600 | + 18,400 | 1·7 |
| Spain | 39 | 114,100 | — 36,150 | 1·2 |
| Italy | 69 | 132,700 | — 4,600 | 1·3 |
| Norway | 69 | 123,700 | + 42,500 | 1·3 |
| Denmark | 21 | 58,000 | + 34,700 | 0·9 |
| Egypt | 2 | 1,900 | — 8,000 | (0·02) |
| Turkey | 26 | 36,600 | — 21,000 | 0·3 |
| United States of America | 26 | 67,700 | + 66,000 | 0·7 |
| Others | 15 | 23,630 | + 13,600 | 0·2 |
| Total | 3,607 | 9,896,630 | + 667,000 | 100 |

The percentage of British vessels in 1899 was 64, as against 65 in 1898; and that of their tonnage, 66·6, as against 68·2 in 1898.

These figures are, however, somewhat deceptive, because it is important to distinguish between merchant vessels on the one hand, and men-of-war, transports, and even subsidised mail steamers on the other. For example, out of a total naval tonnage in the Canal of 112,000 tons in 1898, Great Britain contributed 35,000 tons, while in 1899 she contributed only 23,000 tons out of 146,000 tons. The difference is due to the Spanish-American War and to the movements of the Russian Volunteer Fleet.

But if we count only merchant vessels, with cargo or in ballast, our percentage of trade tonnage is 77·2 per cent., as against 79·4 per cent. in 1898. Compared with these, German trade tonnage is only 9·3 per cent., as against 9·9 per cent. in 1898; while France, Holland, Austria, Norway, and Denmark combined only add some 10 per cent.

Thus it may be said that some 57 out of every 73 tons of merchant shipping in the Canal are British.

Annex B.—RETURN of Shipping and Tonnage that passed through the Suez Canal during the Year 1899, arranged under their respective Flags and Categories.

| Flag. | Merchant Vessels. | | Mail Steamers. | | War Ships and Transports. | | Government-Chartered Vessels. | | Vessels in Ballast. | | Total. | |
|-----------------|--------------------|--------------|--------------------|--------------|---------------------------|--------------|-------------------------------|--------------|---------------------|--------------|--------------------|---------------|
| | Number of Vessels. | Net Tonnage. | Number of Vessels. | Net Tonnage. | Number of Vessels. | Net Tonnage. | Number of Vessels. | Net Tonnage. | Number of Vessels. | Net Tonnage. | Number of Vessels. | Net Tonnage. |
| Great Britain | 1,985 | 5,553,337.64 | 217 | 733,337.12 | 28 | 23,035.91 | 21 | 86,041.32 | 69 | 131,658.64 | 2,210 | 6,556,510.54 |
| Germany | 265 | 688,431.05 | 107 | 355,048.74 | 11 | 10,744.866 | 4 | 15,542.98 | ... | ... | 387 | 1,070,767.135 |
| France | ... | 211,024.27 | 126 | 373,912.75 | 12 | 10,979.221 | 1 | 2,903.04 | ... | ... | 225 | 686,519.281 |
| Holland | 83 | 182,927.55 | 103 | 229,342.53 | 10 | 6,597.073 | ... | ... | ... | ... | 206 | 419,867.153 |
| Austria-Hungary | 40 | 88,907.46 | 65 | 169,638.72 | 6 | 5,331.669 | ... | ... | 1 | 2,531.86 | 101 | 266,438.709 |
| Japan | 54 | 214,532.38 | ... | ... | 11 | 10,103.96 | ... | ... | ... | ... | 66 | 224,638.24 |
| Russia | 3 | 1,747.90 | 51 | 169,370.33 | 1 | 471.14 | ... | ... | ... | ... | 56 | 171,585.47 |
| Italy | 2 | 3,328.59 | 62 | 116,967.97 | 11 | 9,393.96 | 1 | 1,762.91 | 3 | 1,411.91 | 69 | 132,768.24 |
| Norway | 57 | 120,050.78 | ... | ... | ... | ... | ... | ... | 2 | 3,736.06 | 59 | 123,786.53 |
| Spain | 14 | 38,068.74 | 25 | 76,059.63 | ... | ... | ... | ... | ... | ... | 39 | 114,149.37 |
| America | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 26 | 67,089.57 |
| Denmark | 20 | 57,055.67 | ... | ... | 25 | 67,549.96 | ... | ... | 1 | 139.61 | 21 | 56,061.64 |
| Turkey | 28 | 36,669.89 | ... | ... | 1 | 1,006.97 | ... | ... | ... | ... | 26 | 36,669.89 |
| Belgium | 5 | 12,411.15 | ... | ... | ... | ... | ... | ... | ... | ... | 6 | 12,411.15 |
| Greece | 4 | 8,438.24 | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 8,438.24 |
| Egypt | 2 | 1,920.67 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 1,920.67 |
| Portugal | ... | ... | ... | ... | 3 | 1,237.96 | ... | ... | ... | ... | 3 | 1,237.96 |
| Sweden | 2 | 591.97 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 591.97 |
| Siam | 1 | 538.01 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 538.01 |
| Total | 2,660 | 7,220,870.96 | 736 | 2,283,577.79 | 118 | 146,502.973 | 27 | 108,240.25 | 66 | 139,423.07 | 3,607 | 9,395,631.045 |

**Annex C.—RETURN showing Transit Receipts during the
Years 1896–99.**

| Year. | Number of Vessels. | Net Tonnage. | Transit Receipts. |
|------------|-----------------------|--------------|----------------------|
| | | | Francs. |
| 1896 | 3,409 | 8,560,253 | 79,569,994 |
| 1897 | 2,986 | 7,899,373 | 72,830,545 |
| 1898 | 3,503 | 9,238,603 | 85,294,769 |
| 1899 | 3,607 | 9,895,630 | 91,318,772 |

**Annex D.—RETURN showing the Number of Vessels that passed
through the Suez Canal during the Years 1897–99, arranged
under their respective Flags.**

| Flag. | 1897. | | 1898. | | 1899. | |
|--------------------|-----------------------|------------------|-----------------------|------------------|-----------------------|------------------|
| | Number of Vessels. | Net Tonnage. | Number of Vessels. | Net Tonnage. | Number of Vessels. | Net Tonnage. |
| Great Britain ... | 1,905 | 5,319,186 | 2,295 | 6,297,743 | 2,310 | 6,586,310 |
| Germany ... | 325 | 868,685 | 355 | 969,597 | 337 | 1,070,767 |
| France ... | 202 | 519,605 | 221 | 571,516 | 228 | 696,319 |
| Holland ... | 206 | 352,248 | 193 | 351,866 | 206 | 418,967 |
| Austria-Hungary | 78 | 184,036 | 85 | 213,020 | 101 | 266,359 |
| Japan ... | 36 | 114,434 | 46 | 133,324 | 65 | 224,636 |
| Russia ... | 44 | 144,438 | 48 | 163,191 | 55 | 171,689 |
| Italy ... | 71 | 129,464 | 74 | 137,293 | 69 | 132,765 |
| Norway ... | 48 | 87,185 | 47 | 81,216 | 59 | 123,756 |
| Spain ... | 48 | 137,830 | 49 | 149,306 | 39 | 114,149 |
| America ... | 3 | 3,714 | 4 | 1,531 | 26 | 67,689 |
| Denmark ... | 2 | 1,043 | 8 | 23,319 | 21 | 58,061 |
| Turkey ... | 7 | 5,567 | 54 | 57,723 | 26 | 36,669 |
| Belgium ... | ... | ... | ... | ... | 5 | 12,411 |
| Greece ... | ... | ... | 2 | 1,335 | 4 | 3,438 |
| Egypt ... | 3 | 3,411 | 10 | 9,877 | 2 | 1,920 |
| Portugal ... | 1 | 195 | 3 | 297 | 3 | 1,287 |
| Sweden ... | 1 | 1,225 | 2 | 591 | 2 | 591 |
| Siam ... | 2 | 2,569 | ... | ... | 1 | 538 |
| China ... | 3 | 4,667 | 4 | 4,289 | ... | ... |
| Roumania ... | ... | ... | 1 | 1,241 | ... | ... |
| Argentine Republic | ... | ... | 1 | 319 | ... | ... |
| Mexico ... | 1 | 531 | ... | ... | ... | ... |
| Total ... | 2,986 | 7,899,373 | 3,503 | 9,238,603 | 3,607 | 9,895,630 |

Annex E.—RETURN showing the Number and Classification of Passengers both Outward and Homeward Bound, exclusive of Ships' Crews, that passed through the Suez Canal during the Years 1898-99.

| Classification. | 1898. | | | 1899. | | |
|---|----------------|-----------------|---------|----------------|-----------------|---------|
| | Outward Bound. | Homeward Bound. | Total. | Outward Bound. | Homeward Bound. | Total. |
| Military— | | | | | | |
| British | 18,749 | 16,029 | 34,778 | 14,753 | 11,582 | 26,335 |
| Russian | 19,325 | 4,541 | 23,867 | 11,678 | 5,935 | 17,613 |
| Turkish | 19,604 | 4,341 | 23,945 | 9,827 | 7,151 | 16,978 |
| French | 8,122 | 6,261 | 14,383 | 8,009 | 7,099 | 15,108 |
| Spanish | 2,778 | 7,616 | 10,394 | ... | 12,812 | 12,812 |
| American | ... | ... | ... | 10,269 | ... | 10,269 |
| German | 3,967 | 802 | 4,669 | 1,747 | 1,786 | 3,533 |
| Italian | 1,487 | 4,324 | 5,791 | 1,026 | 1,617 | 2,643 |
| Dutch | 2,065 | 1,739 | 3,804 | 1,205 | 1,192 | 2,397 |
| Japanese | ... | 421 | 421 | ... | 655 | 655 |
| Portuguese | ... | ... | ... | 209 | ... | 209 |
| Military total ... | 75,978 | 46,074 | 122,052 | 58,723 | 49,829 | 108,552 |
| Civilians | 39,085 | 40,751 | 79,836 | 40,213 | 43,403 | 83,616 |
| Pilgrims, emigrants and convicts | 12,738 | 5,045 | 17,783 | 14,061 | 10,118 | 24,179 |
| Total | 127,801 | 91,870 | 219,671 | 112,997 | 103,350 | 221,347 |

SUEZ.

Mr. Vice-Consul Norrish reports as follows:—

The general import trade shows a slight increase in spite of the large decrease in the long-established and valuable trade in coffee from Mocha, due to the competition with cheap Brazilian varieties now imported at Alexandria. Prior to 1894 the trade averaged 250,000*l.* a year, it has now fallen to 72,000*l.*

The following statement shows the values of imports and exports, and whence the customs revenue is derived:—

| | Value. | | |
|-------------------------|---------|---------|---------------------|
| | 1899. | 1898. | Difference in 1899. |
| | £E.* | £E.* | £E.* |
| Goods imported | 559,867 | 557,363 | + 2,004 |
| Tobacco... .. | 420 | 1,165 | — 745 |
| Total imports | 559,787 | 558,528 | + 1,259 |
| Exports | 124,224 | 97,964 | + 26,260 |
| Goods re-exported | 34,426 | 62,001 | — 27,575 |
| Cigarettes | 41,931 | 45,570 | — 3,639 |
| Goods in transit | 7,071 | 14,278 | — 7,207 |
| Grand total | 767,439 | 778,341 | — 10,902 |

* *l.*E. = *l.* Os. 6*d.* sterling.

| | |
|-------------|--|
| Imports. | The total value of all articles imported was 559,787 <i>l</i> .E., as against 558,528 <i>l</i> .E. in 1898, or a slight increase of 1,259 <i>l</i> .E. |
| Exports. | Exports show an increase of 26,260 <i>l</i> .E., being 124,224 <i>l</i> .E. in 1899, as against 97,964 <i>l</i> .E. in 1898. |
| Coal. | 15,308 tons of coal were landed, of which 7,300 tons belonged to the Khedivial Mail Steamship Company. |
| Gunnies. | 6,574 tons of gunnies were landed, valued at 105,596 <i>l</i> .E., a decrease of 29,000 <i>l</i> .E. as compared with 1898. |
| Charcoal. | The import of charcoal has also slightly decreased, being 2,666 tons, valued at 6,664 <i>l</i> .E. |
| Coffee. | The imports of coffee from Mocha has diminished considerably owing to large arrivals from Brazil at Alexandria. Indications, however, are apparent of a revival in the Mocha trade, the quantity received in 1899 being 1,044 tons, as against 820 tons in 1898. |
| Cattle. | The importation of cattle has, on the whole, remained the same, being 3,185 <i>l</i> .E. for 1899, and 3,202 <i>l</i> .E. for 1898. |
| Tobacco. | The importation of tobacco has much decreased, namely, from 1,165 <i>l</i> .E. in 1898, to only 420 <i>l</i> .E. in 1899. |
| Spices. | The number of packages of spices was 11,502, valued at 25,183 <i>l</i> .E., as follows: five-eighths from British Possessions in the East, one-fourth from Arabia, and one-eighth from China. |
| Indigo. | Only 609 tons of indigo, valued at 169,000 <i>l</i> .E., were imported in 1899, as compared with 681 tons, valued at 188,000 <i>l</i> .E., in 1898. |
| Population. | The total population of the town of Suez, not including the environs, is about 19,000. |
| Pilgrims. | 15,926 pilgrims—namely, Egyptians, 7,026; other nationalities, 8,900—passed through Suez during the season, an increase of about 1,000 on those of 1898. |

Shipping and
navigation.

RETURN showing the Number of Vessels Registered at their
respective Consulates in 1899.

| Nationality. | Entered. | | Cleared. | |
|-----------------------------------|--------------------------|---------|--------------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 90 | 99,395 | 90 | 99,395 |
| French (Messageries Maritimes) .. | 72 | 130,752 | 71 | 128,936 |
| Austro-Hungarian | 39 | 93,988 | 38 | 89,660 |
| Italian | 29 | 59,365 | 27 | 57,946 |
| German (mail steamers) | 2 | 3,593 | 2 | 3,593 |
| Total | 232 | 387,093 | 228 | 379,530 |

During 1899 the number of casualties of British vessels recorded at this Vice-Consulate was 13: three collisions and three strandings in the Canal, one grounding in the Massowah Channel, two putting back for repairs to machinery, a collision in Suez Bay; the "Clan Mackay" having been run down by the "Orizaba," and subsequently beached, and the remainder having experienced bad weather during the voyage.

The valuable graving dock belonging to the Khedivial Mail Steamship Company was used by 35 vessels in 1899, namely: 16 British, 13 Egyptian, 3 Italian, 2 French, and 1 American. Graving dock.

Since the Shell Transport and Trading Company's installation at Suez, mentioned in my last report, the company have imported 6,064 tons of liquid fuel, valued at 8,869*l*.E., and also 2,238 tons of kerosene oil, valued at 11,190*l*.E. They anticipate doing a very large business in liquid fuel in supplying not only ocean-going steamers, but also Nile steamers, the Soudan and Egyptian railways, and the numerous steam engines in this country for which coal is now used. General remarks.

The consumption of the company's kerosene oil from Batoum is already very extensive.

The approach to the custom-house is fast silting up, and needs dredging, otherwise very serious inconvenience and expense will result, which may necessitate new landing quays and customs accommodation at Terrepleine. Custom-house.

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FRANCE.

REPORT FOR THE YEAR 1898

ON THE

TRADE AND COMMERCE OF FRENCH GUINEA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1846.

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Reference to previous Report. Annual Series No. 1846.

*Report on the Trade and Commerce of French Guinea for the
Year 1898*

By MR. CONSUL ARTHUR.

(Received at Foreign Office, October 30, 1899.)

The total value of the imports into French Guinea during the **General trade.** year 1898, amounted to 360,795*l.*, and that of the exports to 311,999*l.*, giving a combined total of 672,794*l.*

Table A shows the growth of the general trade of French Guinea since the year 1896.

TABLE A.

| Year. | Value. | | |
|--------------|----------|----------|---------|
| | Imports. | Exports. | Total. |
| | £ | £ | £ |
| 1896 | 185,361 | 231,486 | 416,847 |
| 1897 | 305,523 | 269,011 | 574,534 |
| 1898 | 360,795 | 311,999 | 672,794 |

From this table it will be seen that in 1896 the exports exceeded the imports, but that in 1897 the case was reversed, and the value of the imports was more than that of the exports, which was maintained in 1898. This has not been occasioned by any falling-off in the export trade, but by a relatively larger increase in the imports, which may be attributed to the following causes:—(1) The growth and importance of the town and port of Conakry, (2) increase in the number of European residents, (3) greater competition and higher prices in the purchase of the produce of the country entailing a larger demand for European articles, especially cotton goods, (4) in 1898 to the importation of 32,209*l.* in specie. How the various imports and exports have been affected will be shown later when dealing separately with the more important articles.

Taking first the imports, Table B shows the total values of **Imports,** the imports, with the countries of origin, for 1896–97–98.

Table B.—IMPORTATIONS.

| Country. | Value. | | |
|---|---------|---------|---------|
| | 1896. | 1897. | 1898. |
| | £ | £ | £ |
| France and French Colonies .. | 20,997 | 49,004 | 59,422 |
| United Kingdom and Sierra Leone | 143,728 | 213,144 | 244,476 |
| Germany | 17,935 | 37,435 | 45,666 |
| America.. .. . | 2,377 | 4,945 | 7,847 |
| Other countries | 324 | 994 | 3,384 |
| Total | 185,361 | 305,522 | 360,795 |

The first thing that is apparent in the values of the importations from 1896 to 1898 is that the increase in 1897 over 1896 was much greater in proportion than that of 1898 over 1897, which is due to the fact that in 1897 there was a considerable movement attached to what was practically the foundation of the town of Conakry by the establishment of various houses of business there.

In the value of imports the United Kingdom and Sierra Leone easily take the first place. That the United Kingdom stands so far in advance of any other country is entirely due to cotton goods, which form the most important item amongst the imports.

In 1896 the United Kingdom furnished 77 per cent. of the total imports, but in 1897 this dropped to 69 per cent., and in 1898 there was again a slight falling-off to 67 per cent.

France and her colonies in 1896 provided only 11 per cent. of the total imports, but in 1897 this was increased to 16 per cent., and the proportion remained the same for 1898.

Of the proportions which remain to be divided amongst the other countries for these three years, Germany is responsible for nearly all on each occasion.

Although from 1896 to 1898 the values of French imports rose from 11 to 16 per cent. and those of Great Britain fell from 77 to 67 per cent., there still remains a very large margin between the two countries, for whilst the French imports have increased from 20,997*l.* to 59,422*l.*, or more than doubled themselves, the values of the imports from Great Britain in 1898 were greater by 100,748*l.* than they were in 1896.

Table C.—VALUES of Imports and Countries of Origin, 1898.

| Articles. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|--|----------------------------|---|----------|----------|---------------------|---------|
| | £ | £ | £ | £ | £ | £ |
| Rice... .. | 5,333 | 10,584 | 7,156 | ... | 105 | 23,178 |
| Tobacco | 463 | 5,575 | 2,053 | 5,672 | 10 | 13,773 |
| Building materials | 5,828 | 1,354 | 432 | 114 | 1,000 | 8,728 |
| Amber and beads | 1,162 | 2,829 | 6,098 | ... | 547 | 10,636 |
| Salt... .. | 97 | 13,496 | 975 | ... | ... | 14,568 |
| Liquors | 4,285 | 697 | 9,102 | 685 | 45 | 14,814 |
| Cotton goods | 3,011 | 145,210 | 5,546 | ... | 35 | 153,802 |
| Arms, powder, and am- munition | 3,222 | 3,759 | 5,199 | ... | 504 | 12,684 |
| Tinned provisions and flour | 1,839 | 1,765 | 222 | 617 | ... | 4,543 |
| Other goods | 28,604 | 33,288 | 8,083 | 759 | 1,138 | 71,872 |
| Specie | 5,480 | 25,929 | 800 | ... | ... | 32,209 |
| Total | 59,422 | 244,476 | 45,666 | 7,847 | 3,384 | 360,795 |

Table D.—VALUES of Rice Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|---|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 1,260 | 4,267 | 1,607 | .. | .. | 7,134 |
| 1897 | 2,205 | 5,313 | 1,788 | .. | 60 | 9,366 |
| 1898 | 5,333 | 10,584 | 7,156 | .. | 105 | 23,178 |

Rice forms the chief article of food amongst the natives and is grown in the colony. The crop has diminished the last two or three years owing to the locusts. Two other causes to which may be attributed the large increase in the importation, from 7,134*l.* in 1896 to 23,178*l.* in 1898, are that the natives have neglected their fields and turned their attention to the more lucrative production of rubber, and also that many caravans which formerly visited Sierra Leone now go to Conakry to dispose of their produce.

In 1896 60 per cent. of the rice imported was provided by the United Kingdom and Sierra Leone, but this has gradually declined to 46 per cent. in 1898 whereas the proportions from France and Germany have both increased, the former from 17½ to 23 per cent. and the latter from 22½ to 31 per cent., although in 1897 in the case of Germany there was a drop to 19 per cent.

Table E.—VALUES of Tobacco Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 455 | 7,451 | 1,508 | 903 | .. | 10,817 |
| 1897 | 783 | 9,433 | 2,027 | 3,819 | 2 | 15,564 |
| 1898 | 463 | 5,575 | 2,053 | 5,672 | 10 | 13,773 |

All the unmanufactured tobacco which is imported for trading purposes and selling to the natives is of American origin, a preference being shown for that which is of a light shade.

A small quantity of manufactured tobacco is imported from France for consumption amongst the Europeans.

A great increase has been shown in the amounts imported direct from America, namely from 9 per cent. in 1896 to 41 per cent. in 1898, which accounts for the falling-off in the handling of this article by the United Kingdom from 72 per cent. to 40 per cent. in the same years. The figures for this period of France and Germany remain respectively about the same, but France has fallen from 5 per cent. in 1896-97 to 3 per cent. in 1898.

Table F.—VALUES of Building Materials Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 1,876 | 474 | 870 | .. | 18 | 3,238 |
| 1897 | 5,103 | 901 | 884 | 840 | .. | 7,728 |
| 1898 | 5,826 | 1,354 | 432 | 114 | 1,000 | 8,726 |

These materials consist of wood, lime, and cement of which by far the greater portions are imported from France. A certain amount of the lime and cement comes from Great Britain and it is of a better quality than the French. It is quite impossible for the British firms to compete with the French in these articles as the greater part of the construction work is carried on by the Government who naturally place all contracts with the French houses of business.

Table G.—VALUE of Amber and Beads Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 418 | 1,579 | 1,464 | .. | .. | 3,461 |
| 1897 | 941 | 6,040 | 3,190 | .. | 172 | 10,343 |
| 1898 | 1,162 | 2,829 | 6,098 | .. | 547 | 10,636 |

Beads of amber, coral and of other descriptions are sold in large quantities and form the principal articles of ornament amongst the natives.

But little comes from France; in 1896 the amount imported was fairly divided between the United Kingdom and Germany, in 1897 by far the greater portion came from the United Kingdom who had 58 per cent. of the total quantity imported, as against 31 per cent. from Germany, but in 1898 the figures were completely reversed, the United Kingdom furnishing 31 per cent. and Germany 58 per cent. In 1898 Austria supplied 5 per cent.

Table H.—VALUE of Salt Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 158 | 4,762 | 298 | .. | .. | 5,218 |
| 1897 | 1 | 6,543 | 1,944 | .. | .. | 8,488 |
| 1898 | 97 | 13,486 | 975 | .. | .. | 14,558 |

Salt is imported in large quantities as it is used in every trade transaction and by all classes of natives.

The monopoly of this import practically rests with Great Britain as in 1896 she was responsible for 91 per cent. of the total amount imported, and in 1898 for 93 per cent., but in 1897 there was a falling-off to 77 per cent. as Germany in that year supplied the other 23 per cent.

Table I.—VALUE of Liquors Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 2,972 | 3,456 | 5,006 | .. | 90 | 11,524 |
| 1897 | 6,545 | 6,288 | 13,630 | 249 | 53 | 26,765 |
| 1898 | 4,285 | 697 | 9,102 | 685 | 45 | 14,814 |

In dealing with the importation of liquors, it can be stated that France with wines and liqueurs, the United Kingdom with a good quality of gin, whisky, and beer, provide for the consumption of the Europeans, and Germany with trade rum, gin, and absinthe for that of the natives.

With the French imports, the figures do not show much change with reference to the total values; in 1896, she supplied 26 per cent.; in 1897, 24 per cent.; and in 1898, 29 per cent.; with regard to the United Kingdom in 1896, she provided 30 per cent.; in 1897, 24 per cent.; and in 1898, there was a large drop to 5 per cent.

Germany on the other hand with the cheaper class of liquor, rose from 44 per cent. in 1896; to 51 per cent. in 1897; and to 62 per cent. in 1898.

Table K.—VALUE of Cotton Goods Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|---------|
| | £ | £ | £ | £ | £ | |
| 1896 | 958 | 80,172 | 1,791 | .. | 2 | 82,918 |
| 1897 | 5,741 | 142,062 | 4,285 | .. | 190 | 152,278 |
| 1898 | 3,011 | 145,210 | 5,546 | .. | 35 | 153,802 |

When dealing with Table B. (importations 1896-98), it was stated that the increase of the values of the imports of 1897 over 1896 was much greater in proportion than that of 1898 over 1897, and in no instance is this more apparent than with the values of the imports of cotton goods.

The United Kingdom practically holds the monopoly, but shows a slight decline from 97 per cent. in 1896, to 93 per cent. in 1897, and to 94½ per cent. in 1898, of the total imports, the remaining proportions are credited to France and Germany, the former rose from 1 per cent. in 1896, to 4 per cent. in 1897, but fell again in 1898 to only 2 per cent.

Nearly all the British imports under this heading come from Manchester, Bradford furnishing a few tweeds and woollen goods for which, however, there is not much sale.

The United Kingdom supplies the following cotton goods for which there is most demand.

American cottons are sold at 8s. per piece of 80 yards or 1½d. American cottons. a yard, they are used both in the purchase of produce and in the retail business.

Wigans are sold at 1s. per 6 yards or 2d. a yard, and are used Wigans. for trading purposes. An inferior quality of both wigans and American cottons have hitherto been purchased, but it is expected that in 1900 a better quality will be demanded.

Croydons, a common shirting, the price of which is 3s. for Croydons. 20 yards or 2d. a yard. The inferior quality which has been sold does not give satisfaction as the natives find that it does not last, and a better quality will be asked for.

Superior shirting, which is of a good quality is sold at 1s. 6d. Superior shirting. per piece of 6 yards, or in small measurements at 3d. per yard.

Succatoon bafts are of different qualities, and the prices range Succatoon bafts. from 2d. to 8d. per yard.

Superior greys are sold from 2d. to 4d. per yard.

Madras handkerchiefs vary considerably in price from 3d. to 1s. per handkerchief. They are principally worn by the women round the head. They are also made in silk, the price ranging from 3s. to 10s. the handkerchief. Madras handkerchiefs.

Woven goods and oxfords are sold in different widths. These Woven goods and oxfords. goods are manufactured in many styles and patterns, all of which are equally in demand and all new designs are well taken up.

In addition to the abovementioned there is a good sale for various other articles, such as prints, quilts, blankets (cotton), muslin, cloth, and flannelette.

The two principal articles which come from Germany are prints and flannel, which are chiefly manufactured in Hamburg. They are of a fairly good quality and have a big demand. Prints are sold at 8d. to 10d. per yard, and flannels from 5d. to 7d. per yard (samples enclosed).*

France supplies a few Rouen prints and blue baft, otherwise known as Guinea, which are sold by the French firms only.

Indian baft is imported from India via London and the price Indian baft. varies from 6d. to 1s. per yard.

Real Madras is sold in large quantities from 1s. 6d. to 2s. 6d. Real Madras. per handkerchief.

* Sent to the Association of Chambers of Commerce.

Table L.—VALUE of Arms, Powder, and Ammunition Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 1,657 | 2,028 | 1,420 | .. | 8 | 5,113 |
| 1897 | 2,056 | 2,249 | 2,798 | .. | 34 | 7,137 |
| 1898 | 3,222 | 3,759 | 5,199 | .. | 504 | 12,684 |

In 1896 the United Kingdom was first, but her proportion in the total imports declined from 40 per cent. in 1896 to 32 per cent. in 1897 and to 30 per cent. in 1898.

France also has shown a gradual falling-off from 32 per cent. in 1896 to 26 per cent. in 1898.

Germany's trade, on the other hand, rose from 28 per cent. in 1896 to 39 per cent. in 1897 and to 41 per cent. in 1898.

In 1898 other countries supplied 3 per cent. of the total imports which came from Belgium and are arms of a better class.

Table M.—VALUE of Tinned Provisions, Flour, and Sea Biscuits Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 557 | 137 | 163 | .. | .. | 857 |
| 1897 | 1,109 | 264 | 206 | 7 | .. | 1,586 |
| 1898 | 1,939 | 1,765 | 222 | 617 | .. | 4,543 |

In 1896 and 1897 France had the greater bulk of these importations with 65 and 70 per cent. of the total values, but in 1898 she declined to 43 per cent., the United Kingdom having 39 per cent., and in the same year America supplied 13 per cent. with flour and biscuits.

Germany's trade has fallen from 19 per cent. in 1896 to only 5 per cent. in 1898.

Table N.—VALUES of other Goods Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 10,691 | 39,398 | 3,809 | 1,474 | 205 | 55,572 |
| 1897 | 24,521 | 34,058 | 6,677 | 531 | 483 | 66,270 |
| 1898 | 28,604 | 33,288 | 8,083 | 759 | 1,138 | 71,872 |

These consist of hardware, which principally comes from the United Kingdom, drugs, petroleum from America, metal goods, and iron pots, which latter are largely imported, being used by the natives for cooking purposes, and formerly came entirely from the United Kingdom, but now are also imported from France, soap, candles, matches, &c.

In these articles, generally, there has been an appreciable falling-off in British trade, from 71 per cent. of the total values in 1896 to 51 per cent. in 1897, and to 46 per cent. in 1898, whilst French trade has risen from 19 per cent. in 1896 to 37 per cent. in 1897, and to 40 per cent. in 1898. Germany likewise has shown a slight increase from 7 per cent. of the total values in 1896 to 11 per cent. in 1898.

Table O.—SPECIE Imported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | .. | .. | .. | .. | .. | .. |
| 1897 | .. | .. | .. | .. | .. | .. |
| 1898 | 5,480 | 25,929 | 800 | .. | .. | 32,209 |

Table P.—VALUES of Total Exports, 1896–98.

| Country. | Value. | | | Exports. |
|--------------------------------------|---------|---------|---------|----------|
| | 1896. | 1897. | 1898. | |
| | £ | £ | £ | |
| France and colonies | 34,579 | 27,038 | 22,184 | |
| United Kingdom and Sierra Leone.. .. | 172,664 | 200,260 | 241,493 | |
| Germany | 22,955 | 37,683 | 44,774 | |
| America.. .. | .. | .. | .. | |
| Other countries | 1,288 | 4,080 | 3,548 | |
| Total | 231,486 | 269,011 | 311,999 | |

NOTE.—Exportations: for values on which exports are based see Annex II.

In 1898 the total exports from French Guinea exceeded those of the preceding year by 42,988*l.*, and of 1896 by 80,513*l.*, which gives an increase of nearly 35 per cent. during the period.

The United Kingdom has taken by far the greatest portion of the exports, having in 1896 and 1897 75 per cent. of the total trade, which was increased in 1898 to 78 per cent. Germany also shows an increase in the amounts that she has taken, from 10 per cent. in 1896 to 14 per cent. in 1897 and in 1898. The export trade between French Guinea and France shows a distinct falling-off, as in 1896 she figured as taking 15 per cent. of the total exports, which in 1897 fell to 10 per cent., and in 1898 to only 7 per cent.

The principal articles exported consist of cattle, hides, palm kernels, gum copal, and rubber.

Table Q.—VALUES of Exports, 1898.

| Articles. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|--------------------------|----------------------------|---|----------|----------|---------------------|---------|
| | £ | £ | £ | £ | £ | £ |
| Cattle, sheep, and goats | 876 | 20,258 | 10 | ... | 374 | 21,518 |
| Hides | 3,267 | 4,170 | 1,912 | ... | ... | 9,349 |
| Palm kernels | 1,490 | 5,772 | 5,049 | ... | 2,440 | 15,961 |
| Gum copal | 179 | 10,311 | 219 | ... | ... | 10,709 |
| Rubber | 6,398 | 196,095 | 35,086 | ... | ... | 237,567 |
| Other produce | 7,588 | 4,837 | 1,498 | ... | 534 | 14,505 |
| Specie | 2,400 | ... | ... | ... | ... | 2,400 |
| Total | 22,184 | 241,493 | 44,774 | ... | 3,548 | 311,999 |

Table R.—VALUES of Cattle, Sheep, and Goats Exported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 1,419 | 15,701 | 4 | .. | 568 | 17,692 |
| 1897 | 659 | 18,907 | 33 | .. | 967 | 20,566 |
| 1898 | 876 | 20,258 | 10 | .. | 374 | 21,518 |

Except to Sierra Leone, cattle do not form an important export. To prove what a good customer this British colony has been, in 1896 she practically alone took 87 per cent., in 1897 92 per cent., and in 1898 94 per cent. of the total value of the exports.

The export duty of 7 per cent. charged upon cattle, which during the above three years were valued at 3*l.* 4*s.* per head, amounted to about 4*s.* 5*d.* This year, 1899, owing to the reported decrease in the numbers, it has been considered necessary to check the export of cattle, and the decreed value per head has been raised from 3*l.* 4*s.* to 12*l.*, which has brought the duty up to nearly 16*s.* 10*d.*

Table S.—VALUES of Hides Exported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 956 | 6,374 | 968 | .. | .. | 8,296 |
| 1897 | 1,305 | 5,317 | 2,766 | .. | .. | 9,388 |
| 1898 | 3,267 | 4,170 | 1,912 | .. | .. | 9,349 |

In this export the United Kingdom and Sierra Leone have shown a decided falling-off, from 77 per cent. of the total values in 1896 to 57 per cent. in 1897 and to 45 per cent. in 1898. In the two previous years no hides were exported direct to the United Kingdom, the whole 77 per cent. and 57 per cent. going to Sierra Leone, but in 1898 four-fifths went to the United Kingdom.

France and Germany have both largely increased the amounts which they have taken; the former from 11 per cent. in 1896 to 35 per cent. in 1898, and the latter from 12 per cent. in 1896 to 20 per cent. in 1898, though in 1897 she took 29 per cent.

These increases on the parts of France and Germany may be accounted for by a large number of hides, as is the case with other articles of export, which formerly passed through Sierra Leone but are now shipped direct from Conakry to Europe.

The hides are cured locally before being exported.

Table T.—VALUES of Palm Kernels Exported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------------|--|----------|----------|---------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 3,340 | 9,180 | 2,954 | .. | 55 | 15,529 |
| 1897 | 4,416 | 7,088 | 4,674 | .. | 1,264 | 17,437 |
| 1898 | 1,490 | 5,772 | 6,040 | .. | 2,640 | 15,951 |

In 1896 the United Kingdom and Sierra Leone took 59 per cent., and in 1897 41 per cent. of the total amount exported, the remainder being equally divided between France and Germany. In 1898 the British trade fell to 36 per cent., and France from 25½ per cent. in 1897 to only 9 per cent. Germany, on the other hand, increased her trade to 38 per cent., and other countries, viz., Holland and Belgium, took 16½ per cent.

The drop in the British trade is due to bigger shipments being made year by year direct to Europe instead of passing via Sierra Leone.

The total quantity exported from French Guinea is small in comparison with that from the British colony of Sierra Leone.

Table U.—VALUES of Gum Copal Exported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------|----------------------------------|----------|----------|------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 439 | 10,993 | 218 | .. | .. | 11,650 |
| 1897 | .. | 10,462 | 193 | .. | .. | 10,655 |
| 1898 | 179 | 10,311 | 219 | .. | .. | 10,709 |

In these three years the United Kingdom and Sierra Leone between them have been responsible for nearly the whole of the amount exported as in 1896 they took 94 per cent., in 1897 98 per cent., and in 1898 97 per cent., the remaining proportions being divided between France and Germany, except in 1897 when none went to France.

Table V.—VALUES of Rubber Exported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------|----------------------------------|----------|----------|------------------|---------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 21,493 | 112,909 | 18,200 | .. | .. | 152,602 |
| 1897 | 16,265 | 150,332 | 29,401 | .. | .. | 195,998 |
| 1898 | 6,386 | 196,095 | 35,086 | .. | .. | 237,567 |

Rubber is the most important article of export and the quantities shipped have increased considerably during the past three years. It is to be found all over the colony, but many of the trees in the districts nearer to the coast have been worked out by the natives in their eagerness to collect the rubber, and so they are obliged to go farther back into the interior.

The quantity shipped to the United Kingdom is far in excess of that sent to any other country and her trade shows a marked increase, for in 1896 she took 74 per cent. of the total values exported, in 1897 77 per cent., and in 1898 83 per cent. German trade on a very much smaller scale also shows a slight increase during the period, from 12 per cent. in 1896 to 15 per cent. in 1897 and in 1898. The French trade, which has never been very important, has, however, shown a distinct falling-off; in 1896 France took 14 per cent. of the total values exported, which fell

to 8 per cent. in 1897, and in 1898 she is only credited with 3 per cent.

The prices for rubber vary considerably according to the quality, but, roughly, it may be said that 1s. per lb. is paid for the worst quality, whilst the best quality fetches 2s. 3d. a lb.

Table W.—VALUES of other Goods Exported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------|----------------------------------|----------|----------|------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 2,721 | 17,440 | 612 | .. | 665 | 21,438 |
| 1897 | 4,392 | 7,841 | 615 | .. | 1,709 | 14,557 |
| 1898 | 7,586 | 4,887 | 1,498 | .. | 534 | 14,505 |

These exports consist of wax, elephants' tusks, cola nuts, ground nuts, benniseed, palm-oil, and other produce.

Cola nuts and palm oil, which are exported in small quantities, only find markets in the other colonies in West Africa.

One half of the benniseed goes to France and the other half is divided between Germany and Sierra Leone.

Nearly the whole of the ground nuts are shipped to France, a small amount being sent to Sierra Leone.

The United Kingdom takes half of the wax, the remainder being divided between France and Germany.

Three-fourths of the ivory goes to the United Kingdom, France and Germany taking one-quarter in equal shares.

Table X.—SPECIE Exported.

| Year. | France and Colonies. | United Kingdom and Sierra Leone. | Germany. | America. | Other Countries. | Total. |
|------------|----------------------|----------------------------------|----------|----------|------------------|--------|
| | £ | £ | £ | £ | £ | £ |
| 1896 | 4,212 | 66 | .. | .. | .. | 4,280 |
| 1897 | .. | 317 | .. | .. | 90 | 407 |
| 1898 | 2,400 | .. | .. | .. | .. | 2,400 |

**General
remarks.**

British trade is far in excess of that of any other country, and in 1898 with imports and exports to the value of 485,969*l*. Great Britain is credited with nearly three-fourths of the whole of the commerce of the colony.

This is due in a great measure to the fact that until quite recently the district of French Guinea, known as the Rivières du Sud, was practically, from a commercial point of view, a dependency of Sierra Leone.

The French were naturally desirous of changing this condition of things, and the result of their clear and deliberate policy has been to almost entirely sever the connection between French Guinea and Sierra Leone, and at the present time Conakry the capital is rapidly developing into one of the most prosperous commercial centres and ports on the West Coast of Africa. By the imposition of export duties (see Annex II) the natives are more or less compelled to dispose of their produce in the colony, and although Conakry is a free port, with a view of developing the resources of the country, import duties are levied upon certain articles of African production (see Annex I*a*). Further, to ensure the growth and prosperity of Conakry as the commercial centre similar duties are charged upon European and American trade goods when they are not imported direct, *i.e.*, via Sierra Leone (see Annex I*b*). The merchants therefore who formerly supplied their branches in the Rivières du Sud from Sierra Leone have been obliged to set up business establishments of a permanent nature at Conakry. They have received every consideration from the Government and been granted concessions of land, on the understanding that solid buildings should be erected in proportion to the size of the property; they also derive a great benefit from the Decauville Railway which the Government has laid down, and for the use of which a small charge is made.

So long as the rubber industry continues to flourish, the prosperity of French Guinea is well assured, but, as it has already been stated, the natives are obliged to go farther back into the interior to collect the rubber, and at the present time a great deal comes from the French Sudan. Therefore, although French Guinea has succeeded in strangling the trade with the British colony of Sierra Leone, she is bound to find a formidable rival in this neighbouring French possession, as the merchants, who have long been established in Senegal, will do their utmost to draw the trade towards that colony. Such an eventuality may be counterbalanced when the proposed railway from Conakry to the Niger is constructed which will lessen the expenses and difficulties of bringing the produce to the coast for shipment.

What may be described as the boom in the rubber trade has attracted to Conakry several enterprising people with small capital at their disposal under the impression that large sums of money were quickly to be made. It is needless to say that the results in almost every case have been disastrous, for it is not in the mere handling of the rubber that a profit is made but in the sale of the trade goods which are purchased by the natives with

the cash which they have obtained through the disposal of their produce.

A source of annoyance to the merchants established in French Guinea is the recent arrival of large numbers of Syrians, who are now to be found in most of the towns on the West Coast of Africa. By the way in which they enter into the purchasing of the rubber and other produce in small quantities they considerably interfere with the direct transactions between the natives and the regular trading establishments and cause higher prices to be asked, and at the same time they have for sale goods of a cheap and inferior quality which frequently prove attractive to the natives.

Although the development of French Guinea has had an unfortunate influence upon the neighbouring British colony of Sierra Leone it has proved a great benefit to the interests of both the export and the import trade of the United Kingdom, and provided that foreign countries are permitted to carry on their commerce on an equal footing with France there is no reason why the United Kingdom should lose the leading position which she now holds. But as she supplies to such a very large extent the goods which are most in demand amongst the natives, it is most essential that British merchants should carefully study their requirements and be willing to adapt themselves to any slight changes which from time to time may occur.

Whereas a few years ago but few steamers visited Conakry a ^{Shipping.} regular monthly service, outwards and homewards, is now given by two French companies, the Chargeurs Réunis from Havre and the Fraissinet Company from Marseilles, and similarly with the Woermann Line from Hamburg; the British steamers from Liverpool call three times per month each way, it having been found necessary to augment the service slightly owing to the large cargoes which were being shipped outwards. Nearly all the vessels now anchor on the north side of the little peninsula, on which Conakry is situated, where a long pier is in course of completion, along the extremity of which ships will be able to lie and when it is provided with a steam crane the loading and discharging will be much facilitated and carried on more expeditiously. A Government pilot attends to take ships in and out through the channel, but no pilotage, light, or harbour dues are charged. All the more important houses of business are well supplied with small schooners and cutters which carry the goods between Conakry and the branches, or factories, as they are termed, in the rivers. There are no means for ships to coal or take water, the nearest port where these can be obtained being Sierra Leone, distant 80 miles.

Annex IA.—IMPORT Duties on Articles of African Production.

| Articles. | | Duty. | |
|-------------------|---------------------|-------|-------|
| | | £ | s. d. |
| Coffee | Per 2 lbs. net .. | 0 | 0 7½ |
| Palm oil | " | 0 | 0 9 |
| Bananas | Per 220 lbs. net .. | 0 | 4 0 |
| Cola nuts | " 2 lbs. net .. | 0 | 0 10½ |

Annex IB.—IMPORT Duties on Goods when not Imported direct
(via Sierra Leone).

| Articles. | | Duty. | |
|---|----------------------|-------|-------|
| | | £ | s. d. |
| Cloth and cotton goods of every description | Per 220 lbs. gross.. | 1 | 0 0 |
| Tobacco | " | 0 | 8 0 |
| Powder | " | 0 | 16 0 |
| Other goods | " | 0 | 2 7 |

Annex IC.—IMPORT Duties.

| Articles. | | Duty. | |
|--|---|-------|-------|
| | | £ | s. d. |
| Wine, beer, cider, perry, in the wood .. | Per 22 gallons .. | 0 | 4 0 |
| " " " " in bottle .. | " | 0 | 5 3 |
| Alcohol of every description .. | Per degree (and per 22 gallons with a minimum of 1l. per 22 gallons) .. | 0 | 1 1 |
| Tobacco | Per 2 lbs. .. | 0 | 0 4½ |
| Salt | " 220 lbs. .. | 0 | 0 9 |

Annex II.—EXPORT Duty of 7 per Cent. Levied on the
Decreed Values.

| Articles. | | | | | Value. | | |
|-------------------------------|----|----|----|----------|--------|----|----|
| | | | | | £ | s. | d. |
| Live stock— | | | | | | | |
| Cattle | .. | .. | .. | Head | 12 | 0 | 0 |
| Calves | .. | .. | .. | " | 1 | 0 | 0 |
| Sheep | .. | .. | .. | " | 0 | 12 | 0 |
| Goats | .. | .. | .. | " | 0 | 8 | 0 |
| Hides | .. | .. | .. | 220 lbs. | 3 | 4 | 0 |
| Wax | .. | .. | .. | " | 8 | 0 | 0 |
| Elephants' tusks | .. | .. | .. | " | 40 | 0 | 0 |
| Millet— | | | | | | | |
| Small | .. | .. | .. | " | 0 | 8 | 0 |
| Large | .. | .. | .. | " | 0 | 5 | 3 |
| Rice— | | | | | | | |
| Cleaned | .. | .. | .. | " | 0 | 16 | 0 |
| Uncleaned | .. | .. | .. | " | 0 | 8 | 0 |
| Cola nuts | .. | .. | .. | " | 40 | 0 | 0 |
| Palm kernels | .. | .. | .. | " | 0 | 12 | 0 |
| Ground nuts | .. | .. | .. | " | 0 | 8 | 0 |
| Benniseed | .. | .. | .. | " | 0 | 16 | 0 |
| Coffee from Rio Pongo and Rio | | | | | | | |
| Nunez | .. | .. | .. | " | 8 | 0 | 0 |
| Gum— | | | | | | | |
| Good quality | .. | .. | .. | " | 6 | 0 | 0 |
| Inferior quality | .. | .. | .. | " | 1 | 0 | 0 |
| Palm oil | .. | .. | .. | " | 1 | 12 | 0 |
| Rubber | .. | .. | .. | " | 20 | 0 | 0 |
| Ginger.. | .. | .. | .. | " | 1 | 0 | 0 |
| Mats | .. | .. | .. | Each | 0 | 0 | 4½ |
| Leopard skins.. | .. | .. | .. | " | 0 | 12 | 0 |

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DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1898

ON THE

TRADE OF SENEGAL AND DEPENDENCIES.

Presented to both Houses of Parliament by Command of Her Majesty.
JANUARY, 1900.

LONDON:
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Report on the Trade of Senegal and Dependencies for the Year 1898
By MR. CONSUL ARTHUR.

(Received at Foreign Office, December 12, 1899.)

The general trade of Senegal in 1898 showed a considerable increase compared with that of previous years. The total value of the imports was 1,326,222*l.* and that of the exports 1,165,870*l.*, giving a combined total of 2,492,092*l.*, which was an increase of 479,429*l.* upon that of 1897, which amounted to 2,012,663*l.*

Table A shows the values of the imports and the exports for 1896-97-98.

Table A.—VALUE of Imports and Exports during the Years 1896-98.

| Year. | | | | | Value. | | |
|-------|----|----|----|----|-----------|-----------|-----------|
| | | | | | Imports. | Exports. | Total. |
| | | | | | £ | £ | £ |
| 1896 | .. | .. | .. | .. | 1,047,029 | 782,523 | 1,829,552 |
| 1897 | .. | .. | .. | .. | 1,167,197 | 844,466 | 2,012,663 |
| 1898 | .. | .. | .. | .. | 1,326,222 | 1,165,870 | 2,492,092 |

The chief articles of importation are white and coloured cotton goods, wool, and silk textiles, liquors, rice, sugar, provisions, metal and iron goods, powder, and millinery.

Table B.—VALUE of Imports during the Years 1896-98.

| Year. | | | | | Value. | | |
|-------|----|----|----|----|-----------------------------|------------------|-----------|
| | | | | | France and French Colonies. | Other Countries. | Total. |
| | | | | | £ | £ | £ |
| 1896 | .. | .. | .. | .. | 689,060 | 408,000 | 1,047,060 |
| 1897 | .. | .. | .. | .. | 679,440 | 487,720 | 1,167,160 |
| 1898 | .. | .. | .. | .. | 889,160 | 487,040 | 1,326,200 |

Imports, 1898. Table C.—VALUE of Imports and Countries of Origin during the Year 1898.

| Country. | | | | | Value. |
|----------------------------|----|----|----|----|-----------|
| | | | | | £ |
| France and French colonies | .. | .. | | | 839,160 |
| United Kingdom | .. | .. | .. | .. | 295,480 |
| United States | .. | .. | .. | .. | 90,480 |
| Germany | .. | .. | .. | .. | 43,000 |
| Belgium | .. | .. | .. | .. | 29,600 |
| Holland | .. | .. | .. | .. | 25,880 |
| Other countries | .. | .. | .. | .. | 2,600 |
| Total | .. | .. | .. | .. | 1,326,200 |

France furnished during 1898 almost the whole of the tinned provisions, flour, sugar, wine, liquors of good quality and building materials. She shared with Germany the rice and trade liquors imported; she claims one-eighth of the coal and fuel and about 40 per cent. of the "guinées" (blue baft) and other textiles. The French colonies supplied a small quantity of rice, cola-nuts, and palm-oil; "guinées" to the value of over 89,000*l.* came from the French possessions in India.

The principal imports from the United Kingdom consisted of unmanufactured tobacco, 16,000*l.*; cotton-seed oil, 16,000*l.*, both these articles being originally from America; coal, 60,000*l.*; textiles, mostly cotton goods, 133,200*l.*; cola-nuts, 48,280*l.* This last figure gives a very false impression of the actual quantity of the nuts imported, which come entirely from Sierra Leone, as the decreed value given to them is 6*s.* per kilo., which is, of course, far in excess of their real value.

America supplied principally cotton-seed oil, 6,800*l.*; and tobacco in the leaf, 48,000*l.*

Germany's total of 43,000*l.* was obtained chiefly from rice, 24,520*l.*; liquors, 5,200*l.*; glassware, 2,920*l.*; a small amount of textiles, 2,240*l.*; and arms, powder, and ammunition, 4,080*l.*

Belgium and Holland supplied "guinées" solely.

The value of the textiles generally which were imported during the year 1898 amounted to 426,379*l.*, of which sum cotton goods are represented by 376,350*l.*

Table D shows the values of the cotton goods imported with the different countries of origin for 1897-98.

Table D.—VALUE of Cotton Goods, with Countries of Origin, Imported in 1897 and 1898.

| Articles. | France. | | Imported from France. | | United Kingdom. | | Germany. | | Holland. | | Belgium. | | Other Countries. | | Total. | |
|----------------|---------|---------|-----------------------|--------|-----------------|---------|----------|-------|----------|--------|----------|--------|------------------|-------|---------|---------|
| | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. | 1897. | 1898. |
| | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Unbleached... | 4,791 | 508 | ... | 115 | 8,518 | 5,152 | 39 | ... | ... | 72 | ... | 190 | ... | ... | 13,249 | 6,037 |
| Bleached .. | 12,272 | 7,000 | ... | 7,558 | 25,693 | 25,732 | ... | 164 | ... | ... | ... | 241 | ... | ... | 48,032 | 40,725 |
| Dyed... | 23,375 | 11,515 | 1,102 | 21,962 | 130,705 | 71,069 | 1,131 | 1,191 | ... | ... | 23 | ... | 173 | 594 | 156,514 | 106,351 |
| Prints .. | 5,709 | 1,793 | 611 | 3,118 | 24,219 | 18,503 | ... | ... | ... | ... | 125 | ... | ... | 27 | 30,664 | 23,441 |
| Guinees .. | 128,362 | 119,863 | 702 | 13,324 | 8,278 | 2,233 | ... | ... | 26,334 | 29,553 | 19,005 | 25,437 | 832 | ... | 183,503 | 195,415 |
| Other goods .. | 368 | 2,494 | ... | 437 | 454 | 1,256 | ... | 97 | ... | ... | ... | ... | ... | 97 | 822 | 4,331 |
| Total .. | 174,867 | 143,173 | 2,415 | 51,564 | 307,967 | 123,945 | 1,170 | 1,452 | 26,334 | 29,630 | 19,153 | 25,868 | 1,072 | 718 | 432,983 | 376,350 |

SENEGAL.

Cotton goods. The difference between the value of foreign cotton goods imported from France in 1897, viz., 2,415*l.*, and that of 1898, 51,564*l.*, is due to the fact that previous to 1898 no distinction was made between direct foreign importations and those which came through France, so that goods of a foreign origin imported from France were shown for the greater part amongst the imports from their respective countries of origin. This will in some measure account for the difference in value of British imports which in 1897 amounted to 207,867*l.*, and in 1898 fell to 123,945*l.*, combined with the fact that the general total for 1898 was smaller than that of 1897 by 56,533*l.*, due to a reduction in the prices as the actual quantity of cotton goods imported remained about the same for the two years respectively. At the same time there is an increasing demand for "guinées" which come so largely from France and the French possessions, and in the manufacture of which Holland and Belgium are beginning to take such important parts; for although in the case of France there was a slight falling-off of 8,489*l.* in 1898, the direct trade of Holland increased by 3,224*l.* and that of Belgium by 6,432*l.* which more than counterbalanced the decrease in the French trade.

In taking only the unbleached, bleached, dyed and printed cotton goods and leaving out the "guinées" and other goods the imports from Great Britain are far in excess of those from any other country as can be seen in Table E.

TABLE E.

| Year. | Value. | | | |
|--------------|---------|--|----------------|---------|
| | France. | Other Countries, including Imported from France. | Great Britain. | Total. |
| | £ | £ | £ | £ |
| 1897 | 46,147 | 3,276 | 199,135 | 248,558 |
| 1898 | 20,816 | 35,279 | 120,457 | 176,552 |

Thus in 1897 Great Britain was credited with 80 per cent. of the total value of the articles imported, but in 1898 there was a falling-off of 78,678*l.* to 68 per cent. On the other hand though, if three-fourths, which is a fair proportion, of the cotton goods which are imported from France, but at the same time are of foreign origin, were credited to Great Britain, her share of the total values amounted to 82 per cent., a slight increase on that of 1897.

Exports.

The total value of the exports in 1898 amounted to 1,165,870*l.*, showing an increase of 320,404*l.*, as compared with 1897, and this is in the greater part derived from ground-nuts, gum,

and rubber, which together reached the value of 770,926*l*. Other articles of exportation consist of palm oil, feathers, live birds, elephant tusks, palm kernels, and gold.

Table F.—VALUE of Exports during the Years 1896–98. Exports, 1896–98.

| Year. | Value. | | |
|--------------|-----------------------------|------------------|-----------|
| | France and French Colonies. | Other Countries. | Total. |
| | £ | £ | £ |
| 1896 | 537,570 | 244,953 | 782,523 |
| 1897 | 644,219 | 201,247 | 845,466 |
| 1898 | 925,359 | 240,511 | 1,165,870 |

The greater part of the export trade was divided amongst the different countries as follows :—

Table G.—VALUE of Exports, and Countries, during the Year 1898. Exports, 1898.

| Country. | Value. |
|------------------------------------|-----------|
| | £ |
| France and French colonies | 925,360 |
| Holland | 61,491 |
| Germany | 82,710 |
| United Kingdom | 27,116 |
| Belgium | 10,960 |
| Other countries | 68,128 |
| Total | 1,125,765 |

In the 925,360*l*. for France and her colonies is included 158,037*l*. for the re-exportation of specie and various European articles, such as tinned provisions, liquors, building materials, cloth, and cotton goods. Goods to the value of 40,105*l*. were re-exported to the different foreign countries, which gives the total value of the exports from the Colony of 1,165,870*l*.

The exports to France consisted of ground-nuts, gum, rubber, ivory, feathers, gold, &c.

Holland took ground-nuts to the value of 56,000*l*., rubber, 340*l*., and a small quantity of gold.

Germany took ground-nuts, 29,800*l*., and rubber, 2,320*l*.; and the United Kingdom received rubber, 20,640*l*.; gum, 5,800*l*.; and ivory, 336*l*.

Table H shows the quantities and values of ground-nuts, gum and rubber for 1897–98.

SENEGAL.

Table H.—Exports of Ground-nuts, Gum and Rubber during the Years 1897 and 1898.

| Articles. | Year. | France. | | Holland. | | United Kingdom. | | Other Countries. | | Total. | |
|-------------|-------|-----------|---------|-----------|--------|-----------------|--------|------------------|--------|-----------|---------|
| | | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| | | Tons. | £ | Tons. | £ | Tons. | £ | Tons. | £ | Tons. | £ |
| Ground-nuts | 1897 | 15,739 | 151,489 | 7,317 | 44,706 | .. | .. | 9,474 | 57,270 | 32,530 | 253,465 |
| | 1898 | 71,988 | 411,718 | 9,030 | 55,106 | .. | .. | 12,839 | 77,779 | 93,847 | 544,602 |
| Gum.. | 1897 | 4,840 | 188,860 | .. | .. | .. | .. | .. | .. | 4,840 | 188,860 |
| | 1898 | 5,052 | 169,140 | .. | .. | 158 | 5,806 | 112 | 3,704 | 5,322 | 178,650 |
| Rubber | 1897 | 25 | 3,584 | .. | .. | 53 | 7,603 | 74 | 10,630 | 152 | 21,817 |
| | 1898 | 147 | 21,037 | .. | .. | 158 | 20,640 | 29 | 3,998 | 384 | 45,675 |

From this table it will be seen that there was a large increase for 1898 in the quantities exported of these three products, and in the case of the ground-nuts, which are the most important article of export, it amounted to 61,317 tons. The amount of rubber exported in 1898 was more than double that of 1897, but in the case of gum, although there was an increase of 482 tons in the quantity exported, there was a decrease of 10,211*l.* in the value of that of 1898, as compared with 1897.

Amongst the less important articles of export, such as birds, feathers, elephant tusks, palm kernels, and gold, in each case there has been shown an increase, and the value of these articles together in 1898 amounted to 31,417*l.*, which in 1897 reached 23,492*l.*

Since the year 1893 there has been a steady increase in the Gold. amount of gold exported, which in 1898 reached 128,866 grammes, valued at 15,464*l.*, as compared with 85,044 grammes, 10,205*l.*, in 1897. It is considered, too, that a large quantity is not accounted for, as it can so easily be smuggled out, which makes it impossible for the customs authorities to keep an accurate check on the quantity exported. A good deal of gold is also used locally by the natives in the manufacture of articles of jewellery, generally of a heavy nature. A number of concessions of land have been granted to various companies and private individuals, and a good deal of prospecting has been done, but it may be affirmed that so far all the gold which has been exported has been purely the result of native enterprise.

Scarcely any timber is exported from the colony. The Timber. *Timber.* Cassamance is a wooded country, however, and could supply different kinds of valuable wood, but the difficulties encountered in the matter of transport have been an obstacle to any undertaking in this line, and this district at the present time only exports a small quantity of the species of palm (ronier), an imperishable wood, which is largely used on the coast for the piles of piers.

The Government recently, and especially during 1898, Agriculture. which has been a prosperous year, have taken great pains to improve the agricultural industry of the colony, and their efforts have been most successful. Their endeavour has been to instruct the natives how to cultivate the soil in the most advantageous manner so as to extract its natural resources.

Ground-nuts, which are the principal product of Senegal, and may be looked upon as the basis of the trade, yielded an abundant harvest, no less than 93,847 tons having been shipped during the year, a figure which has never previously been attained. The prices obtained, however, have considerably fallen of late, owing to the competition in the first place of the nuts from India and Egypt, and secondly to other products of an oleaginous nature such as cotton-seed, residuum of olives, &c., which hitherto have not been made use of in a similar way for extracting the oil.

To meet the effects which this outside competition had produced, efforts were made to arrive at some means by which larger

crops might be obtained at a cheaper cost, and on the arrival in the colony of a European expert who had been sent to Egypt in 1896 to study the question, experimental fields of cultivation were established in different parts. Comparative tests were made to ascertain what difference there would be when the cultivation was carried on with merely the primitive native tool known as a "hilaire" (a species of hoe), and when the land was placed under the plough. The tracts cultivated under the former method yielded from 1,540 lbs. to 4,620 lbs. the hectare, whereas a piece of land of a similar size gave from 6,776 lbs. to 15,400 lbs. when worked under the plough. The better-to-do natives have not failed to see how much more advantageously their land may be cultivated when European methods are adopted, and many of them are already in possession of ploughs.

Rubber.

A good deal of attention has been given by the Government to the question of the cultivation of rubber, which of late years has become such an important factor in various industries, and if this problem can be satisfactorily solved, great benefits will naturally accrue to the colony in the future.

There are numerous plants, "à latex," in the colony which give a good quality of rubber, amongst them being the *Ficus Vogelii* and the *Landolphia Fomentosa*. The rubber tree of Ceara has also been introduced into the colony with the most hopeful results, and it has been found that this tree thrives where the soil is sandy and very dry.

Millet.

Millet like groundnuts is very plentiful, and as it is so largely eaten by the natives, little fear is entertained of any recurrence of the famines which used to visit the country in former years. The cultivation of this product is sure to be largely developed as a new opening has been found for its use locally. Since 1896 the question has been carefully studied whether for the feeding of the horses and mules employed in the military service it would be possible to substitute some of the natural products of the country for the hay and corn imported from France. After exhaustive trials it has been found, and to the satisfaction of the veterinary surgeons and the officers commanding the mounted branches that the animals keep their health and condition just as well when fed on millet in the place of corn, and it is expected that the "paille d'arachides" will soon be obtainable in sufficient quantity and of a quality to permit of its being used in the place of hay.

The following is the regulation ration per animal :—

ALGERIAN Horses.

| | | | | | Quantity. |
|--------------------|----|----|----|----|-----------|
| | | | | | Kilos. |
| Millet (large) | .. | .. | .. | .. | 4½* |
| Hay from France | .. | .. | .. | .. | 1 |
| Paille d'arachides | .. | .. | .. | .. | 3 |
| Paille bedding | .. | .. | .. | .. | 2 |

* In exceptional cases this may be increased to 5 kilos.

COUNTRY-BRED Horses and Mules.

| | | | | | Quantity. |
|---------------------|----|----|----|----|-----------|
| | | | | | Kilos. |
| Millet (large) | .. | .. | .. | .. | 4 |
| Hay from France | .. | .. | .. | .. | 1 |
| Pailles d'arachides | .. | .. | .. | .. | 3 |
| Paille bedding | .. | .. | .. | .. | 2 |

Cotton is grown in various parts but only on a small scale, and its marketable value is too low for it to be an important industry, it is used however by the natives in making their cloths.

Dakar is the principal port, and the present harbour offers a **Shipping.** good anchorage at all seasons of the year. Harbour works of an extensive nature have just been commenced, but some years must elapse before any benefit can be obtained from them.

At the present time the facilities for the working of cargoes are decidedly primitive, and the loading and discharging of vessels is mostly carried on by means of lighters as the arrangements to lay alongside either of the piers are bad and inconvenient. All the work has to be done by hand, and as there are no sheds goods have to be left on the quay whereby they run a considerable risk of being damaged, especially during the rainy season, or of being lost or stolen.

The newly established coaling company will doubtless tend to largely increase the number of ships visiting Dakar in the future. Coal is put on board at 25s. 3d. a ton, and water, which is of a good quality, at 3s. a ton, contracts of course being made at a somewhat lower rate. Fish, meat, and eggs are obtainable at all times and European vegetables during the dry season, viz., December to June.

It may be mentioned that at Rufisque, which is the port for shipping the ground-nuts, a third pier has been erected which will permit of ships taking in their cargoes more quickly. The shipping season for the nuts is during the first six months of the year, and the freights vary from 15s. to 18s. per ton.

Harbour dues of 1 fr. per ton to be paid at the first port of call in the colony are charged for foreign ships discharging or

loading cargoes, but there are no other dues except the pilot dues at Saint Louis which can hardly be considered as a port owing to the difficulty in crossing the bar as there is so little water, and one payment gives a vessel the right of revisiting all ports in Senegal free of charge after having been as far south as Sierra Leone.

The general shipping for 1898 remained much about the same as in 1897. Whilst the total number of vessels was rather less in 1898 than in 1897 (which does not apply in the case of Great Britain) the tonnage slightly increased. Amongst the French vessels are included numerous small schooners and cutters which run between the different ports of the colony, and the Portuguese figures are made up almost entirely from vessels of a similar class which come over from the Cape Verde Isles with fruit, chickens, salt, &c.

Table I.—RETURN of Shipping during the Years 1897–98.

| Nationality. | 1897. | | 1898. | |
|-----------------------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| French | 562 | 707,110 | 554 | 843,530 |
| British | 255 | 323,329 | 265 | 387,995 |
| German | 82 | 77,221 | 76 | 92,665 |
| Danish | 6 | 2,608 | 5 | 3,129 |
| Portuguese | 65 | 4,656 | 69 | 5,587 |
| Italian | 10 | 13,328 | 12 | 15,994 |
| American | 8 | 1,934 | 6 | 2,320 |
| Swedish and Norwegian | 21 | 6,306 | 15 | 7,547 |
| Dutch | 9 | 5,919 | 7 | 7,102 |
| Spanish | 3 | 1,660 | 2 | 2,016 |
| Total | 1,021 | 1,144,071 | 1,011 | 1,372,885 |

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ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 2209.

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Annex A.—COMPARATIVE Statement of the Imports at Havre of certain Articles of British Produce and Manufacture during the Years 1897–99.

| Articles. | Quantity. | | |
|--------------------------------------|-----------|---------|---------|
| | 1897. | 1898. | 1899. |
| | Tons. | Tons. | Tons. |
| Tissues— | | | |
| Cotton, unbleached and white .. | 30 | 2 | 39 |
| „ coloured | 150 | .. | 126½ |
| „ prints | 11 | 1 | 32 |
| Woollen cloths, cashmere, &c. .. | 24 | .. | 15 |
| Oilcloths (other than for wrapping) | 1 | 1 | 44 |
| Pork (hams, bacon) | 243 | 357 | 352 |
| Salted beef, &c. | 14 | 1 | 13 |
| Tinned meats | 113 | 2 | 52 |
| Artificial manures | 449 | 36 | 830 |
| Fresh fish | 12 | 144 | 287 |
| Canned lobsters | 63 | 35 | 24 |
| Seeds | 94 | 70 | 132 |
| Sweet biscuits | 64 | 29 | 65 |
| Coal | 654,853 | 674,706 | 702,757 |
| Coal-tar | 10,827 | 6,286 | 8,787 |
| Boracic acid | 1 | 2 | 1½ |
| Caustic soda | 14 | 52 | 153 |
| Bi-carbonate of soda | 54 | 18 | 19 |
| Crude salts of ammonia | 50 | 30 | 818 |
| Chloride of lime | 35 | .. | .. |
| Superphosphate of lime | 540 | 724 | 143 |
| Sulphate of copper | 50 | 25 | 5 |
| Oil paints | 46 | 8 | 46 |
| Agricultural implements | 112 | 171 | 151 |
| Tools | 46 | 18 | 48 |
| Detached pieces of machinery .. | 90 | 217 | 203 |
| Ironmongery | 26 | 14 | 90 |
| Anchors, chains, &c. | 112 | 87 | 123 |
| Iron tubing | 73 | 143 | 191 |
| Household ware (painted or tinned).. | 87 | 18 | 39 |
| Beer | 142 | 24 | 176 |
| Cutlery | 6 | .. | 2 |
| Soap | .. | 1 | 7 |

NOTE.—There were also imported from England in 1899, 9,818 hats and caps, and 8,977 pairs of boots and shoes.

**Annex B.—RETURN of Principal Articles of Import at Havre
during the Years 1898–99.**

| Articles. | | Quantity. | |
|---|---------------|-----------|-----------|
| | | 1898. | 1899. |
| Beer | Tons | 344 | 466 |
| Coal | " | 674,706 | 702,757 |
| Cocoa | " | 25,814 | 30,950 |
| Coffee | " | 124,289 | 129,305 |
| Copper | " | 33,334 | 37,068 |
| Cotton | " | 163,389 | 163,503 |
| Crude oils | " | 11,427 | 12,280 |
| Dye and hard woods | " | 61,659 | 90,423 |
| Fine oils | " | 12,648 | 144,963 |
| Fish oils | " | 1,031 | 719 |
| Fruits and preserved vegetables | " | 27,590 | 20,551 |
| Grain (other than wheat) and flour | " | 104,656 | 90,865 |
| Hides | " | 25,918 | 23,256 |
| Indigo | " | 552 | 533 |
| Lard and tallow | " | 15,428 | 14,050 |
| Oil seeds | " | 70,779 | 54,020 |
| Oxen | " | 662 | .. |
| Pepper | " | 1,905 | 1,610 |
| Petroleum | " | 35,964 | 40,624 |
| Rice | " | 23,732 | 9,678 |
| Salt meat and pork | " | 1,460 | 2,732 |
| Sugar (French colonies) | " | 8,784 | 23,430 |
| " (foreign cane) | " | 180 | 106 |
| Timber | " | 61,725 | 67,246 |
| Tinned meats | " | 531 | 329 |
| Wheat | " | 551,903 | 19,262 |
| Wool | " | 8,046 | 9,421 |
| Velocipedes | " | 73 | 104 |
| Wine | Gallons | 4,595,644 | 3,467,786 |
| Alcohol | " | 1,362,648 | 939,092 |

Annex C.—RETURN of Principal Articles of Export at Havre
during the Years 1898–99.

| Articles. | | Quantity. | |
|----------------------------------|---------------|-----------|-----------|
| | | 1898. | 1899. |
| Butter | Tons | 2,747 | 2,859 |
| China | " | 1,111 | 1,281 |
| Drugs and medicines | " | 2,366 | 3,115 |
| Dyes and essences | " | 10,773 | 12,748 |
| Glassware | " | 1,482 | 1,620 |
| Hides | " | 976 | 1,345 |
| Hosiery | " | 303 | 332 |
| Ochre | " | 1,013 | 968 |
| Oilcake | " | 3,750 | 5,545 |
| Oils | " | 5,928 | 3,044 |
| Paper (white) | " | 4,529 | 5,363 |
| Potatoes.. .. . | " | 6,902 | 9,426 |
| Preserved vegetables | " | 160 | 96 |
| Tissues— | | | |
| Silks and ribbons | " | 1,329 | 1,621 |
| Woollen | " | 3,651 | 4,089 |
| Cotton | " | 11,110 | 15,838 |
| Wine | Gallons | 1,401,393 | 1,276,780 |
| | | £ | £ |
| Antiquities | Value.. .. | 79,758 | 115,070 |
| Furniture | " | 66,736 | 77,316 |
| Millinery and artificial flowers | " | 561,589 | 509,615 |

CAEN.

Mr. Vice-Consul Lethbridge reports as follows:—

There is scarcely anything of general interest to report on, as having occurred in this district since my report for 1898. General remarks.

The doubling of the railway between Caen and Cherbourg which was imposed on the Western of France Railway by the Government as important from a military as well as commercial point of view, has been pushed on with vigour and will be finished at an early date. It is remarkable that two such important strategic lines as those uniting Paris with Cherbourg and Brest should have each only had a double line as far as Caen on the one and Rennes on the other line. Public works.
Railway.

The work of construction of a second lock at Ouistreham at the entrance of the canal leading to Caen is being proceeded with very slowly, and is not likely to be completed before the latter end of 1901 at the earliest. It is a great pity as the present lock, being only equipped with hand winches, entails a considerable loss of time to vessels using it. The new lock is to be worked entirely by electrical machinery, and consequently vessels will be able to be locked in or out immediately on arrival at the gates. Lock at
Ouistreham.

There has been an increase of 33,000 tons of coals imported, Imports.

| | |
|-------------------------------|--|
| Coal and timber. | but a falling-off of nearly 10,000 tons of timber, caused by slackness of the building trade in the interior. |
| Exports. Iron ore. | About 10,000 tons of iron ore less than last year were exported owing to difficulty in finding freights at a low enough figure to prove remunerative. |
| Barley. | Although the barley crop in the department of La Sarthe was at least as abundant and as of good quality as in 1898, yet nearly 4,000 tons less was exported through Caen owing to prices ruling on the Scotch markets being below those obtainable on the Continent. |
| Poultry. | When it is considered that the export of poultry is entirely confined to dead geese and turkeys, and that four-fifths of it take place between December 15 and 20 for the British markets, and is all carried by the Newhaven packets, an increase of 180 tons has its importance. This is one of the few articles exported from this port solely to the United Kingdom that shows no signs of falling-off; the other dairy produce, eggs and butter, having fallen away almost to nothing. |
| Shipping. | The shipping return attached shows a falling-off of 20 in the number of vessels entered at this port but no corresponding difference in tonnage, the vessels being larger. The British and Norwegian flags kept their same relative positions as in the preceding year. |
| Sanitary state of animals. | There was a very serious outbreak of foot-and-mouth disease in cattle, which in spite of energetic measures adopted by the authorities continued to rage for many months; it at length yielded to treatment, and in December my district was enabled almost to show a clean bill of health in this respect. |
| Watering places on the coast. | The passengers brought by the Newhaven packets in increasing numbers seem to take every year a greater liking to the little watering places which are to be found every three or four miles between Dives-Cabourg on the east and Arromanches on the west. All these little "Plages" are connected with each other and with Caen by a light railway. The sands are good and safe for children, and there are excellent golf links in the vicinity of Ouistreham. This continued increase of travellers is bringing its natural consequence of activity in the building trade, hotels, villas, and pensions springing up in all directions. So far, prices have been kept very moderate, it being still possible to get decent board and lodging for 4s. per day. |
| Agriculture and the crops. | Owing to favourable weather the grain and seed crops were greater in quantity and better in quality than they have been for several years past, but root crops suffered from the prolonged drought and have given a very poor return. |
| Fruit. | With the exception of apples, fruit of all kinds failed to produce anything like an average crop. Of apples, however, there was an abundance and of good quality, and hence cider is both cheaper and better than it has been since 1893. |
| Population. | In spite of an increase of 218 deaths there were no epidemics of any kind to account for it, but in the first and |

last quarters of the year maladies of the respiratory organs carried off a more than usual number of people, especially of the aged.

RETURN of all Shipping Entered at the Port of Caen during the Year 1899.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|-------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 6 | 593 | 242 | 85,405 | 248 | 85,998 |
| Newhaven packets | ... | ... | 185 | 39,590 | 185 | 39,590 |
| French | 2 | 191 | 92 | 28,417 | 94 | 28,608 |
| German | ... | ... | 7 | 3,679 | 7 | 3,679 |
| Swedish and Norwegian | 2 | 500 | 44 | 17,501 | 46 | 18,001 |
| Russian | 2 | 663 | ... | ... | 2 | 663 |
| Other countries | 1 | 137 | 42 | 24,994 | 43 | 25,131 |
| Total, 1899 | 13 | 2,084 | 612 | 199,586 | 625 | 201,670 |
| " 1898 | 24 | 4,283 | 621 | 197,719 | 645 | 202,012 |
| French coasters | 46 | 1,300 | 449 | 32,125 | 495 | 33,425 |

RETURN of British Vessels Entered at the under-mentioned Ports of Vice-Consular District during the Years 1899-98.

| Ports. | 1899. | | 1898. | | Cargo. |
|-----------------------|--------------------|-------|--------------------|-------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | |
| Ouistreham | 4 | 812 | 5 | 1,099 | } Coals |
| Courseulles | 7 | 894 | 18 | 2,801 | |
| Port-en-Bessin | 8 | 1,299 | 10 | 1,544 | |
| Isigny | 3 | 391 | 11 | 1,980 | |

RETURN of Principal Articles of Import at Caen during the Years 1899-98.

| Articles. | Quantity. | |
|-------------------|-----------|---------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Coal | 335,800 | 302,650 |
| Wheat | 5 | 784 |
| Timber | 25,134 | 34,543 |
| Pitch | 2,540 | 4,502 |
| Coffee | 1,234 | 1,216 |
| Cement | 229 | 262 |
| Ice | 555 | 480 |
| Wine | 384 | 353 |
| Bran | 78 | 251 |
| Rags | 187 | 104 |
| Seed | 41 | 48 |
| Hay | 2,388 | .. |
| Other goods | 1,460 | 3,668 |

RETURN of Principal Articles of Export from Caen during the Years 1899-98.

| Articles. | Quantity. | |
|------------------------|-----------|--------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Iron ore | 89,427 | 95,973 |
| Colza cake | 375 | 360 |
| Eggs | 1,463 | 1,718 |
| Butter | 1,515 | 1,903 |
| Sugar | 4,126 | 3,325 |
| Fruit | 3,220 | 2,411 |
| Caen stone | 587 | 746 |
| Barley | 5,995 | 9,681 |
| Seed | 90 | 64 |
| Rags | 235 | 261 |
| Coal-tar | 433 | 567 |
| Cheese | 252 | 248 |
| Poultry | 1,441 | 1,267 |
| Potatoes | 891 | .. |
| Chestnuts | 207 | .. |
| Trees | 248 | .. |
| Pyrite of iron | 541 | .. |
| Glass bottles | 160 | .. |
| Other goods | 2,013 | 1,740 |

STATISTICS of the Population, Caen, 1899.

| | Number. |
|--|---------|
| Number of inhabitants, census, 1896 .. | 45,380 |
| Births in 1899 | 960 |
| Deaths „ | 1,405 |
| Marriages in 1899 | 308 |
| Divorces „ | 13 |

DIEPPE.

Mr. Vice-Consul Lee-Jortin reports as follows :—

Accident to
the pier.

The year 1899 opened with one of the heaviest gales ever known at Dieppe, causing enormous damage to the harbour, to the Casino, to the Plage, and generally throughout the district, as well as to the bathing resorts of Pourville and Puys. At midnight on January 2, when the gale was at its height, the cargo steamer “Angers,” bound from Newhaven for Dieppe, when about 80 yards off the end of the pier, carried away her steering chain, and, notwithstanding every effort being made by means of her double screws to keep her straight for the Channel, she spun round to starboard and struck the pier head, carrying away about 130 feet of the pier outside the lighthouse. A few days afterwards the

pier head was washed away. The loss of the pier caused several accidents to vessels during the early months of the year.

There have been several schemes for improving the entrance of the harbour, and it is unfortunate that one of them was not matured before the accident, for a great deal of money has been expended in restoring the pier on very much the same lines as before. It is true the stone base has been raised about 3 feet which has proved a considerable advantage, but now the Commission appointed to consider the various schemes has decided on quite a new plan entailing an expenditure of 5,500,000 fr. (220,000*l.*), which will in all probability be shared in the following proportions:—

| | | | | Amount. |
|------------------------------------|----|----|----|-----------|
| | | | | France. |
| Chamber of Commerce | .. | .. | .. | 3,000,000 |
| Department of the Seine Inférieure | .. | .. | .. | 650,000 |
| Town of Dieppe | .. | .. | .. | 250,000 |
| Government | .. | .. | .. | 1,600,000 |
| Total | .. | .. | .. | 5,500,000 |

The Chamber of Commerce has for months past had two dredgers at work both outside and inside the harbour; one dredger being French, the other English. Dredging operations.

There will be noticed a diminution in the tonnage of the French steam packets and an increase in that of the British, which is partly accounted for by the loss of the ss. "Angers" to which I have alluded, and to her being replaced in the Newhaven-Dieppe service by a British steamer called the "Opal," which was chartered jointly by the London, Brighton, and South Coast and Western of France Railway Companies.

At Point d'Ailly there was established on September 15 a new group flash white light showing three flashes in quick succession every 20 seconds, and on October 15 the steam fog siren was replaced by a fog siren with compressed air with a period of 3 minutes: blast, 3 seconds; silence, 87 seconds; blast, 3 seconds; silence, 3 seconds; blast, 3 seconds; silence, 81 seconds. It is placed in the upper gallery of the new lighthouse. The signal can be put in action instantly. New lighthouse.

For the year 1900 it is proposed to make the trains between Dieppe and Paris equal in speed to those between Paris and Havre, and, as was the case during the Paris Exhibition of 1889, the summer service with numerous supplementary trains will commence in June and continue till October. Many will be corridor trains. Acceleration of train service.

The steam packets between Newhaven and Dieppe will be considerably increased in number and the accommodation improved; they will then amount to 10, with six cargo boats. The passenger boats will carry no merchandise whatever even at night. Three regular services in each direction (making six cross-
Exhibition.

ings daily) will be run during the whole time the Exhibition is open.

Packet
Service,
Newhaven
and Dieppe.

The regular packet service to and from Newhaven and Dieppe has been performed with great regularity and in excellent time, the new boat "La France" doing the passage in 2 hours 58 minutes. Great credit is due to the captains for the able manner in which they navigated their vessels in and out during the early part of the year when owing to the disappearance of the pier great care and attention was required, particularly at night.

The number of passengers in 1899 was 176,095 (of these, 96,418 preferred the day passage and 79,677 the night); in 1898, 167,433, showing an increase of 8,662 last year.

Horses and
dogs.

44 horses were exported and 83 imported; 9 dogs were exported and 125 imported.

Public works.

New harbour
railway
station and
lauding stage.

The new harbour railway station which is exclusively for passengers has just been completed, and has the advantage of a landing stage similar to that at Calais in order to permit travellers to embark and disembark conveniently at low tide. The buildings of the old harbour station are to be used in future only for merchandise. The rails communicating with the harbour station are laid so as to enable powerful locomotives to bring the trains to the landing stage and avoid the delay of changing engines at the town station.

Petroleum
storage tank.

A petroleum tank capable of containing 4,000 tons was opened close to the new docks in June last.

New fishing
boat station.

A portion of the Duquesne dock, which has been divided by a bridge, has been assigned for the use of fishing vessels, as the new "gare maritime" now occupies the fishing quay in the outer harbour.

Railway
between
Dieppe and
Havre.
Outer harbour
and new piers.

The line of railway to connect Dieppe with Havre will be opened as far as Fécamp about July 1.

The plan decided on for the new harbour (outer) is to continue the present west pier in a north half east direction 150 metres, and to commence an east pier 310 metres to the east of the present channel running out 350 metres north-west by north, then turning west by north 150 metres, leaving an entrance of 90 metres between the pier heads.

The present east pier will be removed, and the large space enclosed by the piers will be deepened 3 metres, giving 1 metre more water than the depth of the present channel which is now in course of being deepened.

Population.

The movement of the population for 1899 is as follows:—

Births, 682; deaths, of which 46 were stillborn children, 780; marriages, 193; divorces, 12.

Health.

The health of the town and district has been good on the whole, with the exception of influenza.

Harvest.

The result of the harvest has been as follows:—

Wheat: good quality and satisfactory crop.

Rye, barley, and oats: good quality.

Trifolium, sainfoin, and lucerne: good crops.

Hay : ordinary crop.

Beetroot : only a medium crop in consequence of droughts.

Colza : ditto, and suffered also from insects.

Cider apples : very satisfactory results.

Potatoes : not very abundant, but some were of good quality.

The sanitary condition of animals in general has not been satisfactory. Farmers in Normandy have suffered considerable loss through the mortality and diminution in value of their animals in consequence of the scourge of foot-and-mouth disease. Sanitary state of cattle.

It might be useful to remind travellers about the new cycle tax to be paid at the custom-house on landing. A pass with which all should provide themselves costs 60 c. for three months instead of the regular tax of 6 fr. Cyclists should see that they receive a receipt which they must keep and produce at all times. They should bear in mind that they must pass all vehicles in France on the *right* side which is a little confusing at first. New cycle tax.

Linseed and colza have been imported from the East Indies. The ss. "Arab," 4,216 tons gross and 2,674 tons net, which entered here in May last from Karachi is the largest vessel that has yet entered this port. Increase of trade with East India.

Annex A.—RETURN of all Shipping at Dieppe during the Year 1899.

ENTERED AND CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | | Number of Crews. |
|--|--------------------|--------|--------------------|---------|--------------------|---------|------------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | |
| British | 21 | 2,832 | 319 | 188,469 | 340 | 141,291 | 4,685 |
| British steam packets, Dieppe and Newhaven | ... | ... | 646 | 195,211 | 646 | 195,211 | 18,246 |
| French | 29 | 4,444 | 27 | 7,712 | 56 | 12,156 | 547 |
| French steam packets, Dieppe and Newhaven | ... | ... | 569 | 54,122 | 569 | 54,122 | 13,114 |
| French steamers, Dieppe and Grimsby | ... | ... | 109 | 26,875 | 109 | 26,875 | 1,578 |
| Swedish | 4 | 1,928 | 23 | 17,001 | 27 | 18,929 | 423 |
| Norwegian | 28 | 12,901 | 11 | 5,064 | 39 | 17,965 | 472 |
| German | 1 | 362 | 10 | 6,753 | 11 | 7,115 | 168 |
| Russian | 5 | 1,456 | 5 | 2,996 | 10 | 4,452 | 131 |
| Danish | 5 | 630 | 2 | 1,549 | 7 | 2,179 | 63 |
| Greek | ... | ... | 1 | 1,805 | 1 | 1,805 | 22 |
| Spanish | ... | ... | 1 | 1,250 | 1 | 1,250 | 33 |
| Dutch | 1 | 220 | ... | ... | 1 | 220 | 6 |
| Total | 94 | 24,773 | 1,723 | 458,817 | 1,817 | 483,590 | 39,468 |

NOTE.—Of the foregoing 22 British vessels of 20,330 registered tonnage arrived from non-British ports.

Annex B.—RETURN of Principal Articles of Import at Dieppe.

| Articles. | Quantity. | |
|------------------------|-----------|---------|
| | 1898. | 1899. |
| | Tons. | Tons. |
| General merchandise .. | 19,364* | 18,922 |
| | 13,455† | 13,912 |
| Coal | 268,614 | 313,934 |
| Timber | 63,679 | 49,421 |
| Iron | 2,558 | 1,260 |
| Petroleum | 8,316 | 13,233 |

* Imported by the steamers of the London, Brighton, and South Coast and Western of France Railway Companies.
† Imported by the French steamers running between Dieppe and Grimsby.

FÉCAMP.

Imports. Mr. Vice-Consul Constantin reports as follows:—
There was an increase in the importation of coals, timber, and tar, and a decrease in rapeseed, groundnuts, and ice.

Ice. The decrease in the importation of ice was caused by the small quantity required by the fishing boats.

Exports. The exportations have decreased owing to oil-cakes finding a good price in the country and being all used in France.

Local industries. The spinning and weaving industry has been generally in a prosperous condition. The sawmills have been doing a good business, as a great quantity of wood has been required for the Paris Exhibition. The tanneries, cornmills, and net making industries are prosperous.

Fisheries. 55 ships were sent in 1899 to the Newfoundland fishery. The general result has been satisfactory, the prices varying between 21 fr. and 25 fr. 50 c. per quintal of 55 kilos. The mackerel fishery was a failure, but the herring fishery has given good results.

Benedictine. The Distillerie Benedictine continues to flourish, and has produced 1,514,201 bottles, an increase of about 59,000 bottles on 1898.

Erection of a new lighthouse, &c. A new lighthouse has been built on the north pier, and the old one has been demolished. The construction of quay walls in the new dock is now in progress, and will be terminated this year.

Population and health. The general health of the population has been good through the year.

| | | | | | | Number. |
|-----------|----|----|----|----|----|---------|
| Births | .. | .. | .. | .. | .. | 420 |
| Deaths | .. | .. | .. | .. | .. | 368 |
| Marriages | .. | .. | .. | .. | .. | 107 |
| Divorces | .. | .. | .. | .. | .. | 3 |

Port of St. Valery en Caux.

The navigation has been good during the year. The principal trade is the export of flints which has given a total amount of 17,600 tons.

This port is sending three ships for the Newfoundland fishery; they take their provisions at Fécamp.

RETURN of all Shipping at the Port of Fécamp during the
Year 1899.

ENTERED AND CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------|--------------------|-------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 3 | 1,562 | 64 | 27,076 | 67 | 28,638 |
| French | ... | ... | 6 | 6,788 | 6 | 6,788 |
| Norwegian | 5 | 1,036 | 7 | 5,162 | 12 | 6,198 |
| Danish | 12 | 2,288 | ... | ... | 12 | 2,288 |
| German | ... | ... | 2 | 1,005 | 2 | 1,005 |
| Belgian | ... | ... | 3 | 1,416 | 3 | 1,416 |
| Total | 20 | 4,886 | 82 | 41,447 | 102 | 46,333 |

RETURN of all Articles Imported to Fécamp during the
Years 1899-98.

| Articles. | 1899 | | 1898 | |
|-------------------|-----------|--------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Coal | 43,068 | 39,622 | 32,802 | 26,240 |
| Timber | 20,558 | 59,815 | 18,653 | 48,309 |
| Salt | 17,956 | 14,365 | 17,990 | 14,392 |
| Rape-seed | 875 | 8,400 | .. | .. |
| Ground-nuts | 183 | 1,647 | 1,490 | 13,410 |
| Ice | 692 | 443 | 803 | 480 |
| Tar | 655 | 4,192 | .. | .. |
| Wheat | .. | .. | 415 | 2,988 |

RETURN of all Articles Exported from Fécamp during the
Years 1899-98.

| Articles. | 1899. | | 1898. | |
|------------------------|-----------|--------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Oilcakes | .. | .. | 1,077 | 6,081 |
| Clay | 1,550 | 155 | 3,865 | 387 |
| Flints | 8,850 | 924 | 2,620 | 629 |
| Salt | 15,652 | 12,522 | 14,800 | 11,840 |
| Rape-seed (damaged) .. | .. | .. | 355 | 710 |
| Ground-nuts (damaged) | .. | .. | 250 | 500 |

TABLE showing the Value of all Articles Imported to and Exported from Fécamp during the Years 1899-98.

| Country. | Exports. | | Imports. | |
|----------------------|----------|--------|----------|--------|
| | 1899. | 1898. | 1899. | 1898. |
| | £ | £ | £ | £ |
| Great Britain | 1,079 | 1,016 | 39,622 | 26,240 |
| Denmark | .. | 6,031 | .. | .. |
| Sweden and Norway .. | .. | .. | 18,863 | 19,223 |
| Russia | .. | .. | 14,124 | .. |
| United States | .. | .. | 30,108 | 22,632 |
| Africa | .. | .. | 1,647 | 13,410 |
| Newfoundland | 12,522 | 11,840 | .. | .. |
| Roumania | .. | .. | 8,400 | .. |
| Mediterranean | .. | .. | 14,365 | 14,392 |
| Canada | .. | .. | 6,360 | 7,434 |
| Germany | .. | .. | .. | 2,988 |
| Belgium | .. | 1,210 | .. | .. |

NAVIGATION of the Port of St. Valery en Caux during the Year 1899.

| Nationality. | Steam. | | Sailing. | | Total. | |
|----------------|--------------------|-------|--------------------|-------|--------------------|-------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 23 | 5,580 | 22 | 2,668 | 45 | 8,248 |
| Danish | .. | .. | 1 | 172 | 1 | 172 |
| French | .. | .. | 1 | 109 | 1 | 109 |
| Total | 23 | 5,580 | 24 | 2,949 | 47 | 8,529 |

RETURN of Import and Export at St. Valery en Caux during the Year 1899.

IMPORT.

| Merchandise. | | | | | | Quantity. |
|--------------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| Timber | .. | .. | .. | .. | .. | 261 |
| Coal | .. | .. | .. | .. | .. | 1,785 |
| Salt | .. | .. | .. | .. | .. | 185 |

EXPORT.

| Merchandise. | | | | | | Quantity. |
|--------------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| Flints | .. | .. | .. | .. | .. | 17,600 |

HONFLEUR.

Mr. Vice-Consul Charlesson reports as follows :—

The port of Honfleur, which had fallen so much with regard to industry, is now in a more favourable condition. The present state of the harbour, the facilities for unloading ships, and the factories which have been built recently have drawn the place out of the dormant state in which it had been for many years. **Progress made of late years.**

The number of British ships which entered this port is greater than the preceding year, and although the total amount of shipping is less, the tonnage is increased by over 6,000 tons. This is owing to the ships being of larger tonnage. **Navigation.**

The total amount of imports for the year shows an increase of nearly 32,000 tons on the previous year, being principally in coal, wood, and pyrites, whereas the exports have decreased in the principal articles usually shipped at this port with the exception of sugar, rags and purple ores. **Imports. Exports.**

Owing to the bad weather in the early spring the fruit crop was reduced to almost two-fifths, as compared with the previous year. The crop of cider apples has given on the contrary a very satisfactory result. **Table fruit and cider apples.**

The foot-and-mouth disease has been prevalent amongst the cattle almost throughout the year. The farmers, consequently, have suffered very much in their butter and cheese trade. **Sanitary state of animals.**

The factories of phospho guano and patent fuel, which mentioned in my last report, are now in great activity, the former having again extended its buildings. A new and important saw-mill has been built. **Industries.**

RETURN of all Shipping which Entered the Port of Honfleur
during the Year 1899.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------------|--------------------|-------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | 9 | 653 | 148 | 77,890 | 157 | 78,043 |
| British south- ampton boats ... | ... | ... | 118 | 18,674 | 118 | 18,674 |
| French ... | 3 | 175 | 1 | 63 | 4 | 238 |
| French coasting ... | ... | ... | 207 | 10,175 | 207 | 10,175 |
| Swedish ... | ... | ... | 21 | 14,852 | 21 | 14,852 |
| Norwegian ... | 4 | 2,059 | 23 | 16,090 | 27 | 17,149 |
| Russian ... | 2 | 737 | 1 | 660 | 3 | 1,397 |
| Danish ... | ... | ... | 7 | 5,481 | 7 | 5,481 |
| German ... | 2 | 2,069 | 8 | 6,395 | 10 | 8,464 |
| Spanish ... | ... | ... | 4 | 3,793 | 4 | 3,793 |
| Total ... | 20 | 5,693 | 538 | 152,023 | 558 | 157,716 |
| „ for the year preceding ... | ... | ... | ... | ... | 719 | 151,589 |

POPULATION Statistics for 1899.

| Description. | | | | | | Number. |
|--------------|----|----|----|----|----|---------|
| Births | .. | .. | .. | .. | .. | 226 |
| Deaths | .. | .. | .. | .. | .. | 217 |
| Marriages | .. | .. | .. | .. | .. | 78 |

RETURN of Principal Articles of Import at Honfleur during the Years 1899-98.

| Articles. | | | | | | Quantity. | |
|---|----|----|----|----|----|-----------|---------|
| | | | | | | 1899. | 1898. |
| | | | | | | Tons. | Tons. |
| Timber | .. | .. | .. | .. | .. | 118,385 | 118,771 |
| Mahogany, cedar | .. | .. | .. | .. | .. | .. | 375 |
| Coal | .. | .. | .. | .. | .. | 115,387 | 85,448 |
| Cement | .. | .. | .. | .. | .. | 195 | 245 |
| Nitrate of soda | .. | .. | .. | .. | .. | 1,642 | 1,225 |
| China clay | .. | .. | .. | .. | .. | 204 | 323 |
| Phosphates | .. | .. | .. | .. | .. | 2,751 | 3,922 |
| Pyrites | .. | .. | .. | .. | .. | 6,394 | 3,906 |
| Petroleum | .. | .. | .. | .. | .. | .. | 900 |
| Superphosphate of lime, ammoniac salts, &c. | .. | .. | .. | .. | .. | 739 | 3,531 |
| Oats | .. | .. | .. | .. | .. | .. | 1,234 |
| Bricks | .. | .. | .. | .. | .. | .. | 361 |
| Pitch | .. | .. | .. | .. | .. | 410 | .. |
| Other articles | .. | .. | .. | .. | .. | 1,174 | 140 |

RETURN of Principal Articles of Export from Honfleur during the Years 1899-98.

| Articles. | | | | | | Quantity. | |
|------------------------|----|----|----|----|----|-----------|-------|
| | | | | | | 1899. | 1898. |
| | | | | | | Tons. | Tons. |
| Poultry | .. | .. | .. | .. | .. | 182 | 110 |
| Eggs | .. | .. | .. | .. | .. | 349 | 405 |
| Butter | .. | .. | .. | .. | .. | 76 | 137 |
| Potatoes | .. | .. | .. | .. | .. | 294 | 1,204 |
| Fruit | .. | .. | .. | .. | .. | 2,261 | 4,962 |
| Seeds | .. | .. | .. | .. | .. | 1,441 | 1,405 |
| Sugar | .. | .. | .. | .. | .. | 1,098 | 1,278 |
| Mistletoe | .. | .. | .. | .. | .. | 127 | 133 |
| Deal | .. | .. | .. | .. | .. | 104 | 212 |
| Vegetables | .. | .. | .. | .. | .. | 76 | 142 |
| Rags | .. | .. | .. | .. | .. | 878 | 278 |
| Brandy, wine, liqueurs | .. | .. | .. | .. | .. | 240 | 470 |
| Vinegar | .. | .. | .. | .. | .. | 144 | 154 |
| Plaster of Paris | .. | .. | .. | .. | .. | 53 | 101 |
| Purple ore | .. | .. | .. | .. | .. | 3,423 | 1,306 |
| Dynamite | .. | .. | .. | .. | .. | 243 | 276 |
| Other articles | .. | .. | .. | .. | .. | 4,029 | 668 |

TROUVILLE-DEAUVILLE.

Mr. Vice-Consul Bax reports as follows:—

The returns show an increase of five vessels of 5,565 tons **Shipping.** register.

The freights for coal have been higher during the last three **Freights.** months, especially in December, ranging from 6s. 6d. to 7s. 6d. per ton.

Annex B shows an increase in the import of coal of 12,886 tons **Imports.** over that of 1898, chiefly due to the foundry at Dives-sur-Mer. There is a decrease in that of timber, and an increase of 1,115 tons in ice over that in 1898, also a slight increase in the importation of cement, and a larger one in that of pitch.

The Société Elmore Française, foundry for copper wire and **Industries.** tubes, at Dives, continues to extend its business and premises, giving employment to a great many hands.

The doubling of the line of rail between Trouville and Pont- **Public works.** l'Évêque was completed and opened for traffic last July. There is a scheme for lighting the town of Trouville by electricity, which is only awaiting the sanction of the Préfet, and the work will probably be commenced some time during 1900, though probably not in time for the season. A scheme for the construction of an electric tramway is now awaiting the decree of the President. It will start from the promenade jetty and pass through the town as far as the abattoirs on the road to Touques. There will be a stopping place at the bridge close to the railway station. This tramway will be of service to passengers with light luggage crossing to and from Havre, and for giving quicker and easier access to the sands and town from the station and the promenade jetty.

The general health of the population of Trouville-Deauville **Public health.** has been good, and there has been no outbreak of serious epidemic.

In the canton of Trouville-Deauville the sanitary state of **Sanitary state** animals was satisfactory on the whole, very few cases of foot- **of animals.** and-mouth disease having occurred, but in some of the neighbouring districts it was prevalent between March and October, and now seems to have disappeared. There was an outbreak of rabies amongst dogs in Trouville during December, and strict measures have been adopted, and are being rigorously enforced by the authorities to stamp it out.

The harvest has been good and the fruit crops satisfactory, **Agriculture.** that of apples decidedly so.

I would advise English tourists, so as to save themselves **Advice to** possible inconvenience, to provide themselves with 5l. **Bank of** **tourists.** England notes, sovereigns, or circular notes, as, in the smaller country towns, it is often very difficult to get cheques cashed, especially, if not on some well known London bank. Persons taking houses and villas should be careful to protect themselves by seeing that the lease is properly drawn up, explicit in its terms and strictly according to French law. If the house be furnished they should also have a complete inventory in duplicate, signed

by the lessor and the lessee, otherwise unpleasant disputes are liable to arise at the end of the tenancy. I would especially call the attention of English cyclists to the expediency, for their own comfort, of strictly complying with the law as to obtaining the "Permis de circulation" from the customs on landing, and of making themselves acquainted previously with all the regulations for bicycles now in force in France.

Annex A.—RETURN of Shipping at the Port of Trouville-Deauville during the Year 1899.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------|--------------------|-------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 2 | 154 | 117 | 41,202 | 119 | 41,356 |
| French | ... | ... | ... | ... | ... | ... |
| Norwegian | 4 | 896 | 11 | 4,718 | 15 | 5,614 |
| Swedish | ... | ... | 2 | 935 | 2 | 935 |
| Danish | 4 | 549 | ... | ... | 4 | 549 |
| German | ... | ... | 4 | 2,510 | 4 | 2,510 |
| Belgian | ... | ... | 1 | 428 | 1 | 428 |
| Total | 10 | 1,699 | 135 | 49,793 | 145 | 51,392 |

NOTE.—Five British sailing ships entered and cleared from the port of Dives-sur-Mer during 1899, with a total of 550 registered tonnage.

Annex B.—RETURN of Principal Articles of Import to Trouville during the Years 1899-98.

| Articles. | Quantity. | |
|----------------|-----------|--------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Coal | 88,265 | 75,379 |
| Timber | 9,418 | 11,726 |
| Ice | 2,705 | 1,590 |
| Cement | 330 | 229 |
| Pitch | 837 | 561 |
| Others | .. | 112 |

POPULATION Statistics for 1899.

| Description. | Number. | | Total. |
|-------------------|------------|------------|--------|
| | Trouville. | Deauville. | |
| Births.. .. . | 190 | 66 | 256 |
| Deaths | 176 | 83 | 259 |
| Marriages | 43 | 16 | 59 |
| Divorces | 3 | 2 | 5 |

No. 2387.

Annual Series.

Reference to previous Report, Annual Series No. 2209.

*Report on the Trade, Commerce and Navigation of the Consular
District of Havre for the Year 1899*

By MR. CONSUL-GENERAL HERTSLET.

(Received at Foreign Office, February 23, 1900.)

Havre is the first market in the world for coffee, and the second in importance, after Liverpool, for cotton. It is also the principal port of transit for the importation of goods intended for consumption in Paris and in the interior of France, and it has a great natural advantage in its maritime situation as the first great Continental port for vessels arriving from across the Atlantic. The place has, nevertheless, been declining in prosperity as a business centre for some years past. During 1899, however, there was an improvement in trade, owing principally to the exceptionally large importations of coffee and cotton, and the year was, on the whole, fairly prosperous.

The progress in the construction of the new works on the port has been very slow. Nearly five years have now elapsed since the general scheme was sanctioned by the French Government, and down to the present nothing has been actually accomplished beyond the partial construction of the two outer embankments.

The want of better railway communication between Havre and the interior of France is as keenly felt as ever, but the question seems to be still far from a practical settlement. The Chamber of Commerce and the municipal authorities are in entire agreement as to the urgent necessity for the construction of a new line, and also as to the particular scheme which they wish to be adopted. They recommend that a new main line of railway should be constructed on the right bank of the Seine as far as St. Maurice d'Etalon, that the river should be crossed at that point by a viaduct, and that the line should be continued to Glos Montfort junction, which is in direct communication with the south. The Chamber of Commerce passed a resolution in August last that this scheme ought to be immediately submitted to the Chamber of Deputies as a work of public utility.

There is a project on foot for connecting Havre with Pont Audemer by means of a tramway passing through Tancarville and crossing the Seine by a transshipment bridge, but this is a matter of merely local interest, and does not affect the more

important question of a new main line of railway from Havre to the interior of France.

Strikes.

Several workmen's strikes occurred during the year. The first was among the dockers employed by the Bonded Warehouse Company. The employers conceded the demands of the men, and soon after the latter had returned to work there was a strike of the dockers employed by a Free Warehouse Company. The employers yielded in this case also, and the matter was very soon settled. Both strikes occurred during the summer, when there were few ships in port, and no inconvenience was caused to British navigation.

During the last week of the year there was a strike of the drivers and conductors employed by the Electric Tramways Company. The Company replaced the Havre men by their own staff employed in other towns in France, and the service was carried on to a certain extent under police protection. While arrangements were on the point of being completed for the re-establishment by this means of the usual service of tramcars over all the lines, the local men decided to seek re-employment, and obtained permission to resume work on the same basis as before.

Shipping and Navigation.

Return of shipping in 1899.

RETURN of Shipping which Entered the Port of Havre during the Year 1899.

| Name of Country. | Sailing. | | Steam. | | Total. | |
|---------------------|--------------------|---------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Great Britain ... | 47 | 16,503 | 980 | 922,990 | 1,027 | 939,493 |
| France ... | 56 | 35,615 | 337 | 455,140 | 393 | 500,755 |
| Austria-Hungary ... | 2 | 713 | 4 | 7,043 | 6 | 7,756 |
| Belgium ... | ... | ... | 1 | 455 | 1 | 455 |
| Denmark ... | 10 | 2,489 | 30 | 33,401 | 40 | 35,890 |
| Germany ... | 25 | 18,135 | 215 | 377,900 | 240 | 396,035 |
| Greece ... | ... | ... | 2 | 2,611 | 2 | 2,611 |
| Italy ... | 25 | 13,213 | ... | ... | 25 | 13,213 |
| Japan ... | ... | ... | 2 | 7,323 | 2 | 7,323 |
| Netherlands ... | 4 | 2,015 | 73 | 139,483 | 77 | 141,498 |
| Norway ... | 96 | 50,081 | 71 | 47,879 | 167 | 97,960 |
| Portugal ... | 1 | 317 | 12 | 27,644 | 13 | 27,961 |
| Russia ... | 9 | 4,231 | 12 | 8,938 | 21 | 13,169 |
| Spain ... | 1 | 358 | 10 | 19,617 | 11 | 19,975 |
| Sweden ... | 7 | 2,464 | 47 | 36,714 | 54 | 39,178 |
| Turkey ... | ... | ... | 1 | 779 | 1 | 779 |
| Total ... | 283 | 146,134 | 1,797 | 2,097,917 | 2,080 | 2,244,051 |

NOTE.—This return does not include the British Southampton Packets, nor the French vessels engaged in the local coasting trade.

Details of shipping.

The total number of ships of all nationalities was 35 less than in 1898, and the tonnage showed a decrease of 164,996 tons. French shipping increased by 17 vessels and 29,782 tons, Italian by 12 vessels and 4,559 tons, and Portuguese by 11 vessels and 24,603 tons. On the other hand, British shipping decreased by 93 vessels and 164,998 tons, German by five vessels and 11,983

tons, Japanese by two vessels and 7,336 tons, and Swedish by 18 vessels and 7,422 tons. Danish shipping decreased by eight vessels, but increased by 9,115 tons. No vessels entered the port under the Brazilian or United States flag.

Last year was normal so far as British navigation was concerned, the decline in the number and tonnage of British ships, compared with the returns for 1898, being solely due to the cessation of the extraordinary importations into France of foreign wheat. A great many British ships come to Havre with general cargoes from North and South America, but British maritime interests are mainly centred in the carrying of cotton from the United States to this the principal market of France. This trade is principally carried on under the British flag, and some of the finest cargo steamers of the world are engaged in it.

The total number of seamen on board British vessels, excluding the crews of the Southampton packets, was 21,396, a decrease of 3,753 from the previous year. 278 seamen were engaged, of whom 150 were foreigners. 361 seamen were discharged, of whom 153 were foreigners. Five men were reported as deserters.

Two of the largest cargo steamers afloat, the British ships "Monarch" and "Milwaukee," entered the port in 1899. The "Monarch" brought to Havre from New Orleans 21,119 bales of cotton, 1,083 tons of wheat, 1,050 tons of cotton-seed meal and oilcakes, 54 tons of oil and tallow, and 376 tons of wood and staves. This is, so far as I can ascertain, the largest cargo ever brought by a single vessel to a Continental port.

The "Milwaukee," which also arrived at Havre from New Orleans, discharged 14,182 bales of cotton in four days, and proceeded with the rest of the cargo to Hamburg.

All the arrangements connected with the entry into port, and the discharge of the cargoes of these large steamers, were carried through with perfect smoothness and regularity.

TABLE showing the Total Entries of British Shipping (not including Packets) at the Seven Principal Ports in the District of the Consulate-General at Havre during the Years 1897-99. British navigation in ports of Havre Consular district.

| Port. | 1897. | | 1898. | | 1899. | |
|------------------|--------------------|-----------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Havre | 1,045 | 1,000,367 | 1,120 | 1,104,491 | 1,027 | 939,493 |
| Caen | 281 | 103,451 | 265 | 90,253 | 248 | 85,998 |
| Dieppe | 290 | 120,171 | 318 | 128,910 | 340 | 141,291 |
| Fécamp | 69 | 29,497 | 55 | 18,546 | 67 | 28,638 |
| Honfleur | 135 | 131,125 | 140 | 69,278 | 157 | 78,043 |
| Tréport | 258 | 63,383 | 261 | 67,207 | 242 | 65,801 |
| Trouville | 95 | 31,684 | 109 | 36,092 | 119 | 41,356 |
| Total | 2,173 | 1,479,678 | 2,268 | 1,512,777 | 2,200 | 1,390,620 |

The British steamers not included in the above return are those from Southampton to Havre and Honfleur, and from New-haven to Dieppe and Caen.

At the ports of Ouistreham, Courseulles, Port en Bessin, Isigny, and Dives—all in the department of Calvados—22 British vessels, of 3,396 tons, entered in 1899. At St. Valery en Caux, near Fécamp, 45 British vessels, of 8,248 tons, and at Eu, near Tréport, eight British vessels, of 792 tons, entered during the year.

Packet
Service
between
Southampton
and Havre.

There was, as usual, throughout the year an uninterrupted daily service (Sundays excepted) to and from Southampton by the packets of the London and South Western Railway Company.

The number of passengers from Southampton to Havre was 14,001, an increase of 1,059 over 1898, and the largest number ever carried to Havre in one year. The number of passengers from Havre to Southampton was 12,433, a decrease compared with the previous year of 1,347. There was no falling-off in the number of the ordinary passengers from France to England by this route, but the decrease is attributable to the fact that early in 1899 the American liners from Southampton determined to call at Cherbourg on their outward voyages. The American passengers from Paris were thus able to embark at Cherbourg, and there was no necessity for them to pass through Havre.

Loss of the
"Stella."
Humanity of
French
fishermen.

The loss of the London and South Western Railway Company's packet "Stella," on her way from Southampton to the Channel Islands last March, brought once more into prominence the kindness of heart of the fishermen of the coast of Normandy, which was so conspicuously displayed a year previously at Grandcamp, when five men lost their lives in endeavouring to rescue the crew of the British ship "Loch Doon."

The currents of the Channel caused many of the bodies of persons lost in the "Stella" to drift eastwards, and 21 in all were brought to shore at Havre, Trouville, Etretat, Fécamp, St. Valery en Caux, Dieppe, and Tréport. The bodies were in every case treated with the greatest care and reverence. The fishing boats returned at once to port, often at considerable financial loss, and all articles of value were delivered intact to the local marine authorities. The thanks of Her Majesty's Government were officially conveyed to the fishermen, and their services were rewarded either by the London and South Western Railway Company or by the relatives.

A new packet is now under construction to take the place of the "Stella" on the service from Southampton to the Channel Islands, and (when required) from Southampton to Havre. Her passenger accommodation is considered to be a further improvement on that of the latest packet, the "Vera." Her speed will be about the same.

Navigation of
the estuary of
the Seine.

The channel in the estuary of the Seine continues to be in a satisfactory state. The river is nearly always navigable by vessels drawing 19 feet of water, while vessels drawing from 21 to 22 feet can pass without difficulty at ordinary tides, and vessels drawing 24 feet at spring tides. The construction of the embankment has been continued, but only slow progress has been made. Satisfactory effects are, however, already perceptible in

regard to the sandbanks in the estuary, which are now more fixed and less inclined to shift.

The British steamer "Galatz," bound from Cardiff to Rouen with coal, grounded on a sandbank in the estuary of the Seine, in thick weather, on December 3, and became a total loss. There was no other casualty of importance in the estuary during the year.

Loss of the British steamer "Galatz."

Two British steamers, of 1,158 and 488 tons respectively, and one sailing ship, of 645 tons, were sold to French citizens, and placed under the French flag in 1899.

Sale of British ships to French citizens.

A new line of steamers was established by the "Compagnie Générale Transatlantique" on May 1, 1899, for the transport of merchandise between Havre, Pauillac, and New York, with sailings every three weeks. Special rates are accorded for goods forwarded on through bills of lading between France, Canada, and the West Indies. Between May and November the service was carried on by two chartered steamers, one French, the other under the British flag, but two steamers have since been purchased in England, and the service is now entirely under the French flag. The new enterprise may be considered a success, as the quantity of merchandise carried has considerably increased during the past few months.

New line of steamers between Havre, Pauillac, and New York.

A new line of steamers, to be called the "Ligne Franco-Canadienne," will be established in April next. Two steamers will be chartered, and the service will be monthly. The outward voyage will be from Havre to Bordeaux and Montreal, and the return voyage will be from Montreal to Havre direct. The experiment will be tried during the six months from April to September, 1900, and it will depend on the results obtained whether the service will be continued.

New line of steamers between Havre, Bordeaux, and Montreal.

The want of direct communication between France and Canada has long been felt, as Canadian goods entering France by way of the United Kingdom are liable to the additional tax known as the Surtaxe d'Entrepôt.

Two sailing ships, each of 3,214 tons, one sailing ship of 2,220 tons, one steamer of 4,527 tons for the Chargeurs Réunis Company, and one steamer, "La France," for the Newhaven and Dieppe Channel service, were launched in 1899. They were all built at the Forges et Chantiers de la Méditerranée. Three large sailing ships are now under construction, but only three steamers, of small tonnage, are on the stocks. At this port the effect of the present system of shipping bounties is still, as in previous years, to encourage the building of large sailing ships rather than steamers, but provisional orders have been given for the construction of four large steamers, in view of an expected readjustment of the system, which is now under consideration, and which, if adopted, will give increased bounties to steamers and smaller bounties to sailing ships.

Shipbuilding.

Captains whose vessels may need repair in dry dock should remember that the booking fees, which are payable in advance, are forfeited if the ship cannot wait her turn. A case recently

Fees for use of dry docks.

occurred in which the captain, after paying booking fees amounting to 8*l.* 4*s.*, found that there were six ships before him, and that considerable delay must ensue before he could obtain entry into the dry dock. He consequently proceeded to Cardiff for the necessary repairs. If the captain had consulted me at the time I should have been able to explain the matter to him, and to save the owners a needless expense of 8*l.* 4*s.*

Regulations
respecting
shipping
masters.

No person is permitted by the French authorities to act as a shipping master at this port unless he holds a licence from the municipality, which entitles him to charge a fee of 2*s.* for each seaman engaged. In order to protect seamen from imposition by the shipping masters in this respect, I have issued a notice stating that the shipping fee authorised by the French authorities is limited to 2*s.*, and that no higher fee can properly be charged by shipping masters. No shipping master is allowed inside the Consulate at the time when seamen are being engaged if he is known to charge more than the authorised fee of 2*s.*

Trade and Commerce.

Coffee.

Havre is, as already stated, the largest coffee market in the world, and much anxiety has been caused by the proposal of the Brazilian Government to apply the maximum tariff to French produce on and after March 1, 1900. This threatened action of the Brazilian Government is intended as a practical protest against the present duty in France of 156 fr. per 100 kilos. of coffee, and it is feared that by way of reprisal, the French Government may still further increase the present duty, and thus engage in a tariff war with Brazil. The Havre Chamber of Commerce deprecates any action of this description, and is anxious that some understanding should be arrived at between France and Brazil.

The stock at the end of December was 1,775,720 bags, the largest ever known on the Havre market, and 500,000 more bags than the stock at the end of 1898, which was at the time the largest on record. This enormous stock is stored in bonded warehouses, and a large proportion will be sent to England, Germany, and other countries, and not cleared at the Havre custom-house for consumption in France.

In consequence of this vast accumulation, prices which in 1894 touched 104 fr. 25 c. per 50 kilos. of Santos coffee, declined in June 1899 to 33 fr. per 50 kilos., the lowest point ever reached. There was a recovery towards the end of the year, and prices closed in December at 38 fr. 50 c. per 50 kilos.

TABLE showing Imports of Cotton at Havre during the Years 1897-99.

Cotton
statistica.

| Country. | Quantity. | | |
|-----------------------|-----------|---------|---------|
| | 1897. | 1898. | 1899. |
| | Bales. | Bales. | Bales. |
| United States | 747,944 | 687,536 | 852,021 |
| India | 31,258 | 23,945 | 26,515 |
| Other countries | 23,984 | 18,612 | 15,009 |
| Total | 803,186 | 730,093 | 893,545 |

The past year has been profitable for the cotton trade of Havre, and the importations have exceeded the total amount recorded in any previous year.

The cotton industry of France was in a somewhat depressed state during the first six months of 1899, and in a few districts short time was resorted to, but during the last six months a very material improvement was apparent. Many spinners and manufacturers are now under contracts for the whole of 1900 and even for a part of 1901. The year 1900 will be the best known for many years in the spinning and manufacturing trade, and a full consumption of cotton may be considered as assured for the next 18 months.

The cotton trade with India has fallen to insignificant proportions, in consequence of the high prices now ruling in that country and the continuance of the plague. In the present year, owing to deficient crops, the importation of Indian cotton is likely to be still further curtailed. A shipment of American cotton has recently been made from Havre to Bombay.

During the present importing season two new systems of packing American cotton have made their appearance, viz., the "Roundlap" bale, consisting of a continuous roller of cotton layers which can be unwound on special machinery, and the "Lowry" bale, in which the cotton is compressed in a special form at a high pressure. It is too soon, as yet, to form a definite conclusion as to the respective merits of these new systems of packing, but it is admitted that the round bales reach their destination in excellent condition, and that they contrast favourably with the square bales which are often landed in a dilapidated state and are a source of considerable waste. The fibre or staple of the cotton seems to retain its quality better in the round than in the square bales, and on this account the round bales have found favour with many of the consumers.

In November, 1898, a fire occurred among some bales of cotton which had been brought to Havre from New Orleans by the "Iran," and had been piled up on the quay pending their removal by the consignees. The question was raised before the Tribunal of Commerce as to whether the owners of the "Iran" were liable

Cotton
industry of
France in
1899.

Indian
cotton.

Introduction
of new
methods of
packing
cotton.

Liability for
cotton burnt
on the quay.

for the damage caused by the fire. The Tribunal decided on April 21, 1899, that no responsibility could be fixed on the vessel, although, to secure dispatch, a portion of the bales had been landed after the regular custom-house hours. The receivers accepted the decision of the Tribunal of Havre, and there was, therefore, no appeal.

**British coal
in Northern
France.**

In the seven principal ports of my Consular district, viz., Havre, Caen, Dieppe, Fécamp, Honfleur, Tréport, and Trouville, the total importations of British coal amounted to 1,618,326 tons, an increase of 162,382 tons over 1898. It is remarkable that there should have been an increase at every one of the seven ports without exception. The largest increase was at Dieppe.

At the time of the preparation of this report there is an unusual quantity of British coal being imported into Havre.

Hides.

During the past six months Havre has been the best market for hides from the British West Indies, which enter France direct by the Royal Mail and other lines, and are, therefore, not subject to the Surtaxe d'Entrepôt. Australian hides are in good demand, but as they have to be brought from London, they are practically excluded by their liability to pay the surtaxe.

**Logwood, and
other dye-
woods.**

The imports of logwood amounted to 64,383 tons, against 45,450 tons in 1898. Jamaica finds an important market at Havre, and the importations from this colony, amounting to 11,280 tons, were larger than in any year since 1893.

Quebracho.

Quebracho wood, which was first introduced into Europe from Buenos Ayres by a French manufacturer of Havre, is used for making tanning extracts. It is in great demand in Germany, and at Hamburg the importations amounted last year to 65,000 tons; but at Havre they only amounted to 13,458 tons. The French Government exclude the use of quebracho extract from their tanning contracts, and it is probably on this account that the consumption has not developed so much in France as in Germany. A considerable quantity of quebracho extract is exported from Havre to England every year for the use of British tanneries.

Mimosa.

Last year the French tanners received for the first time several lots of mimosa wood from Natal. The imports into Havre should certainly increase, as the cargoes can be sent by a direct French line.

Hard woods.

There has been a strong demand for hard woods in connection with the works on the Paris Exhibition, and prices have consequently increased.

**Proposed
taxation of
oil seeds, and
increased duty
on vegetable
oils.**

The agitation in favour of an import duty on oleaginous seeds and of a considerable increase on the existing duty on vegetable oils to which reference was made in my last report, appears to have decreased in force during the past year. The oil crushing interests, while urging an increase of the duty on oils, are strongly opposed to the imposition of a duty on the raw materials they use, and it is improbable that the French Parliament would grant increased protection to manufacturers as regards oil, without

giving to the French growers of colza seed, the bulk of which is raised in this Consular district, the benefit of a duty on foreign seeds. The conflicting interests have thus become so numerous and diversified that the chance of a maintenance of the status quo has become decidedly stronger. The Convention of Reciprocity which was signed by the Plenipotentiaries of France and the United States on July 24, 1899, has caused the whole question of tariff legislation on these articles to be put aside for the time being, and nothing will probably be done in the matter until the Convention is either ratified or rejected by the legislatures of the two countries.

The prices of both oil and seed have advanced materially during the past year, and the growers of colza have less reason to complain than they had a year ago.

There has been a remarkable rise in the price of raw wool (merinos), amounting in May, 1899, to 30 per cent. and advancing in October to 60 per cent. The great increase in value is attributable to the scarcity of this particular kind of wool at a time when, owing to a strong demand for fine wool, the woollen industry is in a prosperous condition. The production of merino wool now only amounts to about a quarter of the total quantity raised, as the sheep farmers of the Argentine Republic, Chile, and Peru, from which countries it is principally imported into Havre, find it more profitable to breed large animals giving a quantity of meat and fat rather than the merino sheep which is smaller but gives the best wool. The present demand for fine wool, which seems likely to last for the next few years, may give an opening at Havre for a larger importation of Australian wool, more especially as wool from Australia, India, and Cape Colony is admitted into France from other European markets without being liable to the Surtaxe d'Entrepôt.

Raw wool.
Possible
opening for
Australian
wools.

The comparative statement (Annex A) shows the amount of the importations into France of some of the principal articles of British produce and manufacture during the years 1897-99. The articles enumerated therein, although cleared at the Havre custom-house, were for the most part brought to this port in transit for the interior of France and not for local use. The figures, therefore, only indirectly affect the trade and commerce of this Consular district. Many articles of British produce and manufacture which are much in demand, such as groceries, stationery, haberdashery, photographic materials and apparatus, &c., are not imported in sufficient quantities to be tabulated specially at the custom-house.

British trade
in northern
France.

English photographic materials of all descriptions are much appreciated in France, although the difference between the standard sizes in the two countries is a hindrance to their general use. An English firm has produced an excellent illustrated catalogue of 54 pages, entirely in French, with the photographic sizes measured according to the French standards, and with the prices given in French currency.

Photographic
materials and
apparatus.

There is a considerable local demand for Scottish wool for

Scottish
manufactured

wool and tartans. knitting, woollen goods and articles of clothing such as ties, ribbons, dress materials, cloaks, and stockings of Scottish manufacture in various patterns of tartan.

Direct communications between British manufacturers and French importers. Consular Reports must necessarily contain information which is to a great extent of a general character, and it is by means of direct correspondence between the British manufacturer and the French purchaser that special branches of British trade can best be encouraged. During the past year I have received more letters than usual from individual firms desiring to be put into communication with French importers in my Consular district. These requests I have been able to comply with, and I have reason to believe that satisfactory business relations have in many cases been established between the parties concerned.

Public Works.

New works on the port. The new works for the improvement of the port, which were sanctioned by the law of March 19, 1895, have been steadily continued throughout last year. The northern embankment is now almost completed for a distance of more than 700 metres, and the foundations of the southern embankment have been laid for a distance of 400 metres. A contract has been signed for the construction of the lock intended to give a new access to the docks, and the necessary preparatory arrangements in the dockyard have been begun. The work will be seriously taken in hand during the present year.

A period of six or seven years must still elapse before all the improvements comprised in the programme of 1895 will be completed. No modifications of the original plan have yet been made either in regard to the new entrance or to the port itself.

Lengthening of largest dry dock. The largest of the dry docks is now being lengthened, and it is expected that this extension, which will give the dock a length of 200 metres, will be finished before the end of the year.

Works executed by Chamber of Commerce. The Chamber of Commerce has built some more sheds for the reception of the bales of cotton discharged from the Bellot Dock, and 1,000 metres of quay space have been added at the Havre end of the Tancarville Canal. This additional quay space can only at present be made use of by steamers of light draught, but it will be available for vessels of ordinary tonnage as soon as a new access has been made from the Bellot Dock.

Closing of Florida dock. The Florida Dock has been closed to navigation, in consequence of the progress of the new works on the port. It was but little used by British vessels.

French Sworn Brokerage.

Proceedings in Havre Chamber of Commerce. On March 30, 1899, the French Minister of Commerce addressed a letter to the Prefect of the Department of the Seine Inférieure, stating that representations had been made to the French Government by Her Majesty's Ambassador and the Danish

Minister at Paris respecting the high charges for maritime brokerage at French ports, notably at Havre and Rouen, and particularly in the case of vessels of large tonnage. The Minister of Commerce stated that the shipowners of the two countries maintained that the tariffs of brokerage fees at the ports in question had been fixed at a time when the ships were smaller and the freights higher than they are at present, that for some years past there has been a tendency to construct ships of a very heavy tonnage, on which the brokerage charges press severely, and that such vessels are required to pay amounts disproportionate to the work done by the brokers, which was scarcely more considerable for large than for small vessels. The Minister of Commerce added that the British and Danish Governments considered that the existing tariffs at Havre and Rouen were no longer in harmony with the conditions of modern navigation, and that they had expressed the desire—firstly, that the graduated tariffs might be further reduced, and, secondly, that a maximum sum might be fixed as the amount of brokerage charges payable by a single ship.

The letter from the Minister of Commerce to the Prefect was referred by the Havre Chamber of Commerce to a committee, and the Chamber eventually adopted as its own the arguments of the sworn brokers in support of the existing tariff. It maintained that the claims of the British and Danish shipowners were not founded either on facts or justice, and, in agreement with the Chambers of Commerce at Rouen and Dunkirk, it was of opinion that the representations of the British and Danish Governments should not be taken into consideration.

The Chamber of Commerce, on this as on all previous occasions, has pronounced in favour of the sworn brokers, and in this connection I would refer to the observations contained in my Report for 1898. The brokers are French Government officials, whose incomes are not in any way dependent on the Budget of the Chamber of Commerce. If the Chamber were responsible for the amounts received by the brokers, it is possible, in view of the liberal manner in which the port charges have been gradually reduced within the past few years, that some attempt would have been made, in the interests of the navigation of the port, to meet the wishes of the British shipowners.

The highest fees for brokerage paid by a single ship in 1899 amounted to 132*l.* 5*s.*

The captain of a vessel, who is a native of Jersey, and speaks French well, cleared his ship at the custom-house without the assistance of a broker. He arrived at Havre from Savannah with a cargo of cotton and wood, and had all the necessary documents, including the ship's log-book, made out in the French language. This is the first occasion on which a vessel engaged in the American cotton trade has succeeded in dispensing with the services of an official broker at Havre.

Clearances
effected
without the
intervention
of a broker.

Two vessels engaged in the home trade, a collier and a small schooner, also cleared at the custom-house without the intervention of a broker.

Brokerage charged for disinfecting ships at Havre.

There are no means of disinfecting vessels at the smaller ports, and in two instances steamers bound to Dieppe from India have had to put in to Havre for disinfection. The brokerage fees at Havre in such circumstances are the same as those of a steamer coming in ballast—viz., 12½ c. per register ton. Full brokerage has to be paid for clearing at Dieppe. The sanitary dues payable at Havre are not charged at Dieppe if the Havre port receipt is presented to the authorities.

*Miscellaneous.***Customs receipts.**

The receipts of the customs at Havre in 1899, including the navigation dues (1,469,297 fr.), the statistical dues (850,690 fr.), and the tax on salt (215,516 fr.) amounted to 81,645,235 fr. (3,265,809*l.*), against 84,478,095 fr. (3,379,123*l.*) in 1898, and 75,114,301 fr. (3,004,572*l.*) in 1897.

Population and health.

Although there was no epidemic disease in 1899, the rate of mortality was very high. Typhoid fever of a malignant type was endemic, and caused 98 deaths, or more than double the average number in previous years. One case in every four terminated fatally. There were 656 deaths from consumption, giving a death rate of 5·4 per thousand inhabitants from this disease, or two deaths out of every 11 which occurred from all causes during the year.

The mortality of children under one year of age continues to be excessive, and has attained the high proportion of 212·3 per 1,000 births. The deaths, 867 in number, were, as usual, chiefly due to diarrhoea and enteritis.

The movement of the population showed:—Births, 4,062 (of these 652 were illegitimate), or 34·1 per 1,000 inhabitants, the highest figure yet attained at Havre; marriages, 1,171; and deaths, 3,704 (against 3,434 in 1898, and 3,052 in 1897). The death rate per 1,000 inhabitants at Havre, and at the ports where Vice-Consuls are stationed, was as follows:—Havre, 31; Caen, 30·9; Dieppe, 32·7; Fécamp, 25·1; Honfleur, 23·2; Tréport, 26·7; and Trouville (including Deauville), 29·4.

The average death rate of France is 21·8 per 1,000 inhabitants, but this rate is exceeded in each of the four departments forming this Consular district, and notably in the Seine Inférieure. This high death rate in Normandy is far from being compensated for by a numerous return of births. The contrary is the case, and the Department of the Orne in particular occupies one of the lowest ranks, with a birth rate of only 16·9 per 1,000 inhabitants.

In no part of France has alcoholism attained such a powerful hold on the working classes as in Normandy, and particularly in the Seine Inférieure.

Agriculture.

The wheat harvest of France in 1899 was abundant, and no extraordinary importations of foreign wheat will be necessary during the present year.

In the four departments of the Havre Consular district the harvest was as follows:—

Seine Inférieure.—Wheat and oats, fairly good; rye, below the average; barley, ordinary; colza, below the average; hay, first crop good; second crop, bad.

Calvados.—Wheat and rye, good; oats, small; barley, fairly good; colza, good in quality, but yield moderate; hay, first crop, good.

Eure.—Wheat, rye and barley, good; oats, small; colza, fairly good; hay, first crop, good; second crop, moderate.

Orne.—Wheat, good; rye, ordinary; oats, moderate; barley, quantity ordinary but quality good; meslin, good; hay, first crop, good, second crop, insignificant.

The crop of the apple-growing departments of France in 1899 ^{Apples.} was particularly good, the yield being double that of 1898, and one-third more than the average crop for the preceding 10 years.

The crop in the four departments comprising the Havre Consular district was as follows:—

Seine Inférieure, above the average for the past 10 years, and nearly double the crop of 1898; Calvados, slightly above the average, but not equal to the exceptional crop of 1898; the Eure, much above the average, and one-quarter more than in 1898; the Orne, a good crop, exceeding in quantity both the average of 10 years and the crop of 1898.

There has been a severe epidemic of foot and mouth disease ^{Sanitary state of animals.} throughout the Consular district. The epidemic was at its height during the summer months, and has gradually diminished in intensity since the beginning of October. In the Department of the Seine Inférieure alone the number of farms affected in September reached the high figure of 1,191, but in December the number had fallen to 81.

In the same Department there have been a few cases of anthrax every month, but it has been almost entirely free from other forms of cattle disease.

There is a popular movement in favour of a more general ^{Movement in favour of Sunday rest.} recognition of Sunday as a day of rest, and an association has been formed to promote the closing of shops at noon on that day. The movement, although it has obtained the support of some of the leading tradesmen, has been only partially successful, and many of the shops which had closed at noon during the summer have now reopened.

There is a constant stream of emigration from Havre to New ^{Emigration.} York by the weekly packets of the Compagnie Générale Transatlantique. The number of emigrants carried by these packets in 1899 was 22,785, against 15,511 in 1898.

The large importations of wheat in 1898, combined with the ^{Price of wheat and bread.} good harvests of that year and of 1899, have still further reduced the price of French wheat and flour. In December, 1899, the price was 18 fr. 50 c. (14s. 10d.) per 100 kilos. (220 lbs.) of wheat and 25 fr. 16 c. (1l. 0s. 1d.) per 100 kilos. of flour, against 21 fr. (16s. 10d.) and 28 fr. 17 c. (1l. 2s. 6d.) respectively at the end of 1898. The price of ordinary bread was 1 fr. 71 c. (1s. 4½d.) the

loaf of 6 kilos. (13 lbs. 3 oz.), against 1 fr. 85 c. (1s. 6d.) at the end of 1898.

Experiments
with carrier
pigeons on
Trans-
Atlantic
packets.

During the past year some interesting experiments with carrier pigeons have been made by the Compagnie Générale Transatlantique, whose packets run every week between Havre and New York.

Between July 1 and November 1 there were 15 flights of pigeons from the outward bound packets from Havre. The pigeons were as a rule released at a distance of 225 miles, but on three occasions they were released at a distance of 300 miles. The total number of pigeons employed was 97, an average of six per voyage. Of these 67 returned to France, and 30 were lost; but, as one pigeon at least from each flight returned home, all the messages sent duly reached their destination.

The speed was very variable, and it is evident that it depends on the direction of the wind. With a favourable wind a pigeon has made the journey home at the rate of 50 miles an hour, but the average speed was 37 miles.

It is thought that the possibility of communication with the shore by means of carrier pigeons may be very useful in the case of an accident.

Warning
respecting
music halls
at Havre.

A certain number of young women and girls of British nationality are employed in the music halls of Havre. These halls depend for their existence in a great measure on the custom they receive from the crews of British ships, and the proprietors, therefore, endeavour to secure singers and dancers from England. Some are fully aware of the reputation of the music halls before they leave home, but others, who have been engaged in England by agents of the proprietors, only discover after their arrival at Havre the true character of the places where they have accepted employment. I arrange, when possible, to repatriate persons who have been deceived in this respect, and there is no difficulty in doing so when the girls are under age; but I desire to warn British subjects who may seek engagements, either for themselves or their children, in places of public entertainment at Havre, that they would do well to communicate with me before signing any agreement.

UNIVERSITY OF TORONTO
APR 22 1900

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DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE, &c., OF THE CONSULAR DISTRICT
OF LA ROCHELLE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2224.

*Presented to both Houses of Parliament by Command of Her Majesty,
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No. 2393.

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Reference to previous Report, Annual Series No. 2224.

*Report on the Trade, &c., of the Consular District of La Rochelle
for the Year 1899*

By MR. CONSUL WARBURTON.

(Received at Foreign Office, March 19, 1900.)

The trade of La Rochelle has increased considerably in the ^{Introductory.} year under review, and it is a satisfactory feature from a British point of view that this is entirely owing to larger imports of coal from the United Kingdom, the increase at this port alone amounting to over 100,000 tons, while it amounts to 300,000 tons for the whole district.

This increased demand has arisen in a great measure from the tendency in France, under the influence of protective duties, to manufacture at home the articles which used to be imported, principally from the United Kingdom.

New manufactories are springing up in all directions, and must have British coal, for up to the present the native collieries are unable to compete with it in this part of France.

The Western railways have also taken a larger amount in anticipation of heavier traffic arising out of the Paris Exhibition, which accounts for some of the increase.

Coals, for the reasons above stated, have increased by about ^{Imports.} 39 per cent. ^{Coals.}

Superphosphates have increased from 17,294 tons in 1898 to ^{Super-} 47,000 tons in 1899, and are imported from the United Kingdom ^{phosphates.} and from South America.

Over 35,000 tons of wine were imported during the year, a ^{Wine.} decrease of 17,000 tons, and all came from Algiers or other French ports.

The principal export is brandy, of which 6,100 tons went by ^{Exports.} sea, and adding the amount sent from Tonnay-Charente, this ^{Brandy.} brings up the total export from the department of the Charente Inférieure to nearly 35,000 tons, in addition to any which may have gone by railway to other ports.

The greater part of this brandy goes to Great Britain and British Colonies, and some in transit to foreign countries, and I am informed that in the United Kingdom it is now much used for blending with whiskies.

The other exports are comparatively unimportant, and do not call for remark.

Shipping and navigation.

The tonnage of British shipping entered and cleared is less, but it more than maintains its proportion of the whole trade for the year, being more than two-thirds of the total amount for 1899.

There has been no change in the navigation during the past year.

Freights.

Freights fluctuated considerably, but on the whole were higher, and closed in December at 5s. for coals from Wales, 6s. 6d. for pitch, and 8s. for superphosphates from English ports.

Shipping bounties.

Shipping bounties appear to have reached the point at which shipbuilding in this country can be made to pay, and a good many orders (especially for sailing ships) have been placed which formerly would have gone to the United Kingdom. They will, of course, cost much more, but owners think that the bounty will enable them to pay dividends on the higher scale of purchase money.

Agriculture.

The harvest in this department was considered on the whole good, and the official returns sum it up as follows:—

Wheat.

Wheat, a good crop, and harvested during very favourable weather, the straw long and of good quality, and the grain fine and relatively heavy. The amount sown was 350,000 acres, and the average of the whole return was only 10 bushels per acre.

Barley.

Barley, good.

Rye.

Rye, pretty good.

Oats.

Oats, middling.

Potatoes.

Potatoes, good.

Forage.

The first hay crop, abundant; the second, middling.

Clover.

Clover, a good crop.

Dairying.

The only remarkable feature in the agriculture of this district is the extraordinary development of the dairy business, which is superseding every other kind of farming, and an enormous amount of capital is being invested in co-operative and other dairies.

To such an extent has butter-making been taken up, that the two departments of the Charentes, which a few years ago did not export any at all, now supply one-fourth of the total amount sold in the Paris market, and three times as much as Normandy and Brittany. The quality is excellent, equal to the best Norman butter, and from the number of new dairies started every year, it must be a paying business.

In any case it has brought a great increase of prosperity to the farmers who get splendid prices for as much milk as they can provide, the dairies returning them the buttermilk for fattening purposes, with the result that they are laying down all the land they can in grass and green crops for winter feeding, and keeping as many milch cows as possible.

Very little cheese is made as it takes much longer to turn over the money in it while butter is sent up every day and paid for at once.

The State railway has organised butter trains which leave

every evening and collect the butter at different stations, reaching the Paris market early in the morning, and in summer there are refrigerating waggons so that it arrives in perfect condition.

There is still a fair sale of British agricultural implements, but Agricultural machinery and implements. I am afraid we are being beaten by the United States of America, more and more both in price and in the quality of lightness which is so much appreciated here, the work also is excellent and no fault can be found with it.

The sanitary state of animals has been fairly good, but Sanitary state of animals. outbreaks of foot and mouth disease have occurred in several departments, notably in that of the Indre and Loire.

The only public works during the year were the construction Public works. of the bridge with suspended carrier, which I described in my last report,* across the River Charente near Tonnay-Charente, which is nearly completed, and a system of tramways connecting La Rochelle with the port of La Pallice now in progress the motive power of which is to be compressed air.

So far as this district is concerned I can only report a continued British manufactured goods. Decreasing demand. decrease in the sale of British manufactures, and I have no doubt that the same is the case all over France for the reasons which I have given in previous reports. There are the same difficulties to contend with and in an increasing degree.

Firstly: the duty which enables the native manufacturer to lay out capital in machinery and produce an article which, made only for the requirements of this market is better suited to it, by reason of shape or exact decimal sizes than those offered by British manufacturers which are produced for world wide consumption without reference to the special needs of France. Causes of decrease.

Secondly: the inevitable tendency common to all countries to give the preference to native industry when this can be done without disadvantage to the buyer, especially when as in this country it is accompanied by increased facility of supply more rapidly and in smaller quantities.

Thirdly: the unmistakeable progress made by French manufacturers who turn out better than of yore, and adapt themselves to the needs and fancies of buyers.

Fourthly: the increased German competition in certain classes of articles and the great efforts made by German makers to increase their hold on the market by long credit, low prices, prompt delivery of even the smallest parcels, and a regular and methodic system of correspondence.

These latter points of course affect the merchant more than the manufacturer who as a rule cannot and ought not to attempt to do business directly in France.

His rôle is to produce, and when he attempts here to take the place of the merchant, his ignorance of the best modes of delivery and rates of duty are very likely to land him in loss, besides which the quantities of any one article are rarely large enough to make it worth while for a manufacturer to deliver without the inter-

* No. 2224 Annual Series.

mediary of an agent whose intervention is generally at a cost equal to the smallest profit with which a merchant could be expected to content himself.

In all this I speak generally, but it applies particularly to metallurgy though even in this there may be occasional temporary exceptions, as for instance when a sudden demand arises for articles not made in this country and which could be made, only that the demand is too small to justify a French firm in going to the expense of casting patterns at a cost which they could never hope to recoup themselves.

There is such an instance now in a sudden demand for huge machines for flattening and bending steel plates used in shipbuilding which has become active owing to the premiums paid by Government for ships built in France.

These machines can only be found in a country where the building of ships is an immense industry, and consequently some large orders have lately been placed for them in England for new shipbuilding yards which have been started to build vessels for the mercantile marine (one in this district at Nantes) but this is an exceptional case and contrary to the general current of trade.

If you go into the shops here it is surprising to find how few are the British articles now on sale, whereas a few years ago a considerable proportion of the stock was of British manufacture.

In needles and fish hooks the usual trade is done as well as in some other specialities of which we seem to have still the monopoly, but generally the demand has ceased and gone into the hands of other nations where not supplied by native firms.

The supply of lathes and shop tools as well as light agricultural implements is almost entirely in American hands, and we are unable to fight them since prices have gone so low for agricultural machinery, while for lathes and such tools they display an inventive genius which puts us entirely in the shade. Price is an element which has to be taken into account more and more every day in this age of bazaars and shoddy, and the cheapness of the goods sold at these places is extraordinary. They sell every kind of article and where price is more an object than quality, we have no chance of competing with the cheap labour of the Germans and their railway rates reduced for exportation.

For others where quality is required, the French maker holds his own whenever quantities are regularly wanted and sufficiently large to justify his laying down machinery, so the British only get what is left, viz., goods for which the demand is not sufficiently sustained to induce a native to produce, or where the production in the United Kingdom by machinery is so great that hand labour cannot compete with it.

France as a country is singularly well adapted to be self-sustaining and can produce all she wants, so that given a tariff with 15 to 20 per cent. margin against us, there is no chance of our doing a large trade in the future, and the sooner this is understood the better.

Not only is the tariff such as to make profitable business

impossible as it stands, but the custom-house authorities always interpret it in the most stringent manner possible, while the complicated formalities and the delay and trouble of getting goods through is in loss of time equal to a considerable additional tax in itself.

Against all these disadvantages we have very little to put on the other side, for though it is a popular idea that we are far ahead of other nations, our superiority in workmanship is fast wearing away, and I am informed by skilled Englishmen who have been going through French manufactories that this will be seen at the coming Exhibition, where large engines and other articles which used to be our strong points will be shown, and prove to be as well turned out as they could be by British workmen with the same tools.

A trade is still done here in English cloth and tweeds of a **Soft goods.** good description, but the individual orders must be very small, and generally stocks are not kept in hand to any extent, only patterns.

An order for the quantity required for a suit of clothes will be taken and specially procured, and though the aggregate may come to a considerable amount, requirements are generally provided for only as they arise, and it would therefore be absurd to advise manufacturers to go to the expense of travellers for such a class of business. **Cloths and tweeds, &c.**

Felt hats are much approved of here, and a large number sold, **Felt hats.** but the business is also one of small orders, and I have seen an order taken for a single hat made to measure, which takes a fortnight to execute, and is then delivered with the local hatter's name and the words "Specially made in England" stamped in it. I give these instances to show what the class of business now done is in many of the English articles which are still sold.

The sanitary state of La Rochelle was very bad during the **Public health.** winter, which was unnaturally close and warm, and there were numerous cases of influenza.

The usual tables of shipping and imports and exports are annexed.

Annex A.—RETURN of all Shipping at the Ports of La Rochelle and La Pallice during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 1 | 71 | 211 | 242,376 | 212 | 242,447 |
| French | 34 | 11,067 | 105 | 77,448 | 139 | 88,515 |
| Swedish and Norwegian | 1 | 414 | 37 | 22,465 | 38 | 22,879 |
| Other flags | 1 | 1,100 | 20 | 12,935 | 21 | 14,035 |
| Total | 37 | 12,652 | 373 | 355,224 | 410 | 367,876 |
| „ for the year preceding .. | 52 | 15,897 | 397 | 419,722 | 449 | 435,619 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 211 | 242,376 | 211 | 242,376 |
| French | 5 | 661 | 81 | 50,394 | 86 | 51,055 |
| Swedish and Norwegian | 1 | 414 | 38 | 23,211 | 39 | 23,625 |
| Other flags | 1 | 1,100 | 20 | 12,935 | 21 | 14,035 |
| Total | 7 | 2,175 | 350 | 328,916 | 357 | 331,091 |
| „ for the year preceding | 28 | 14,671 | 355 | 338,105 | 383 | 402,776 |

Annex B.—RETURN of Principal Articles of Import to La Rochelle and La Pallice during the Years 1898-99.

| Articles. | Quantity. | |
|----------------------------|-----------|---------|
| | 1898. | 1899. |
| | Tons. | Tons. |
| Coals | 258,616 | 361,016 |
| Coal-tar and pitch | 5,262 | .. |
| Wood | 13,173 | 11,482 |
| Wine | 52,428 | 35,186 |
| Alcohol | 1,139 | 2,068 |
| Petroleum | 6,531 | 4,368 |
| Chemical manures | 17,294 | 47,907 |
| Other articles | 59,531 | 33,820 |
| Total | 418,974 | 495,842 |

Annex C.—RETURN of Principal Articles of Export from La Rochelle and La Pallice during the Years 1898-99.

| Articles. | Quantity. | |
|-------------------------|-----------|--------|
| | 1898. | 1899. |
| | Tons. | Tons. |
| Brandy | 4,820 | 6,100 |
| Pyrites residue | 323 | 5,536 |
| Wine | 877 | 1,230 |
| Other articles | 30,089 | 25,748 |
| Total | 36,109 | 38,614 |

NANTES.

Mr. Vice-Consul Dickie reports as follows:—

According to statistics published by the local Press, the State of trade. tonnage of goods discharged at and shipped from the quays of Nantes amounted to 955,921 tons in 1899, as against 843,344 in the preceding year, an increase of 13 per cent.

These figures are somewhat at variance with those published by the custom-house, who do not include the coasting trade in their calculations.

Trade generally has been brisker, and the industries are steadily increasing in number and importance.

The importation of coal has, in spite of the high prices, made Coal enormous strides, and it is evident that for the present at least local industry cannot do without British coal. During the past year there has been an increase of over 100,000 tons, as compared with the quantity imported in 1898.

The importation of pig-iron has also increased to the extent of Pig-iron. nearly 20,000 tons. This demand for coal and iron is mainly due to the great activity of the Nantes and Chantenay shipbuilding yards, Nantes being now one of the chief shipbuilding centres in France. So prosperous are they that they have orders for several years to come. A new shipbuilding yard under the name of "Chantiers Nantais" has been established at Chantenay. The river at this point presents an appearance of very great activity indeed.

The shipbuilders here have taken the fullest advantage of the Ship-building. encouragement offered by the French Government. Most of the vessels in course of construction are sailing ships, and although the cost of production is 40 per cent. in excess of the current prices in the United Kingdom, the Government bounty makes it possible to work the yards at a handsome profit.

When handed over to the owners, these sailing vessels receive a further grant, making it profitable for them to proceed in ballast to Australia and bring back a cargo of grain or ore, as the case may be. That the competition created in this way is felt by the owners of British sailing vessels there can be no doubt, and the gradual dwindling away of the number of British sailing vessels entering the Loire must to a large extent be due to this reason.

The present law is, as it now stands, less favourable to the construction of steamers, but should any modification be made in order to encourage the construction of steamships, the yards will at once turn their attention to that particular branch of shipbuilding.

The amount of timber imported has decreased owing to the Timber. inability of large steamers to reach the timber yards situated on the branches of the Loire. Timber merchants find it cheaper and more convenient to receive their cargoes at St. Nazaire, where ample accommodation is provided for storing and stacking. It

can then be cheaply and conveniently transported to its ultimate destination as required, by lighter or raft.

Freights.

Freights have been very good during the past year. From the Bristol Channel the rates have varied from 6 to 7 fr. per ton for coal, and other freights were proportionately high.

General remarks.

In spite of the great and increasing difficulties caused by the customs tariff, I am glad to find that fair quantities of British wares find their way to Nantes. Articles of electro-plate and Britannia metal are exhibited in the best shops, and on inquiry I found that they met with a ready sale. The manufacturers have specially catered for French tastes and requirements, the result being highly satisfactory both as regards style and workmanship. There seems to be an opening for English cutlery; nearly all the stationers' shops exhibit the cheaper kind of knives and office fittings, the majority of which are undoubtedly made in Sheffield or Birmingham, although occasionally a German or French imitation may be picked up. A certain amount of earthenware is also sold, chiefly dinner services and toilet sets of the higher grade, evidently designed to suit French taste, and far superior in design to the same articles made in France. To do successful business in France the traveller must be in touch with the people with whom he hopes to deal, and prove himself both affable and obliging. This is not so simple a matter as it seems, and a knowledge of the customs, manners, and, above all, the language of the people is requisite. This is beginning to dawn on the trading classes at home, and some are now sending their children over to French schools to gain this necessary knowledge of tongue and character. At the college at St. Nazaire there are several young Englishmen, and the professors give them every care and attention.

The project of making the Loire navigable as far as Orléans, will, if carried out, add greatly to the importance of Nantes as a port; for coal alone, 800,000 tons, which now pass through other ports of transit, would come to Nantes, whence it could more easily reach its point of destination by the natural waterway. At the same time large quantities of building material, marble, slates, limestone, and stucco would find their way to Nantes by the same route for shipment as return freight.

During the past year over 100 yards of wharfage have been constructed on the south side of the Loire at Nantes, which is a great convenience to vessels arriving with cargoes of phosphates and slag, for the chemical and manure works.

Agriculture.

During the past year the surface under cultivation was smaller than that for the preceding year. This was due to the low prices for grain and the tardy crop of roots. The corn sown early last autumn withstood the cold weather in December fairly well, but the later crops were damaged by the frost. All the cabbages for cattle feed were destroyed, a serious matter for the farmers who count on this crop almost entirely to feed their cattle during the winter months. There were good crops of wheat, barley, and rye, but the prices were very low. The crop of clover was good.

Annex A.—RETURN of all Shipping at the Port of Nantes during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|-------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 14 | 10,457 | 170 | 118,595 | 184 | 129,052 |
| French | 107 | 17,782 | 81 | 66,276 | 188 | 84,058 |
| Norwegian | 8 | 2,681 | 30 | 20,394 | 38 | 23,075 |
| Swedish | 1 | 550 | 8 | 5,718 | 9 | 6,268 |
| Danish | 8 | 2,210 | 4 | 3,270 | 12 | 5,480 |
| Belgian | ... | ... | 9 | 3,901 | 9 | 3,901 |
| German | 3 | 1,021 | 11 | 7,035 | 14 | 8,056 |
| Spanish | ... | ... | 10 | 8,775 | 10 | 8,775 |
| Other nationality | 15 | 6,182 | 3 | 3,225 | 18 | 9,377 |
| Total | 186 | 40,863 | 326 | 237,189 | 482 | 278,042 |
| .. for the year preceding ... | 185 | 43,378 | 407 | 253,367 | 592 | 296,745 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|-------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 12 | 7,623 | 163 | 118,365 | 175 | 122,988 |
| French | 141 | 40,198 | 120 | 80,356 | 261 | 120,554 |
| Norwegian | 11 | 3,136 | 29 | 19,416 | 40 | 22,552 |
| Swedish | 1 | 650 | 6 | 3,975 | 7 | 4,625 |
| Danish | 9 | 2,539 | 2 | 1,900 | 11 | 4,339 |
| Belgian | ... | ... | 21 | 7,895 | 21 | 7,895 |
| German | 2 | 511 | 11 | 6,815 | 13 | 7,326 |
| Spanish | ... | ... | 9 | 8,060 | 9 | 8,060 |
| Other nationality | 19 | 7,436 | 4 | 3,653 | 23 | 11,089 |
| Total | 195 | 61,793 | 365 | 247,415 | 560 | 309,208 |
| .. for the year preceding ... | 218 | 59,910 | 388 | 239,853 | 606 | 299,763 |

Annex B.—RETURN of Principal Articles of Import to Nantes during the Years 1899-98.

| Articles. | | 1899. | | 1898. | |
|-------------------------------|-------------|-----------|--------------------|-----------|--------------------|
| | | Quantity. | Value. | Quantity. | Value. |
| Wines | Gallons ... | 22,201 | £ | 4,828,005 | £ |
| Spirits | " ... | 8,308 | Not ascertainable. | 60,899 | Not ascertainable. |
| Sugar | Tons ... | 24,600 | | 31,550 | |
| Iron, steel, and pig-iron ... | " ... | 45,200 | | 26,821 | |
| Coal | " ... | 337,630 | | 224,253 | |
| Timber | " ... | 50,872 | | 73,800 | |
| Wood pulp | " ... | 19,800 | | 16,000 | |
| Coffee and cocoa | " ... | 4,060 | | 2,931 | |
| Cereals, seeds, flour | " ... | 916 | | 6,651 | |
| Manure | " ... | 2,380 | | 2,689 | |
| Other articles | " ... | 126,633 | | 175,000 | |
| Total | Gallons ... | 37,510 | ... | 4,888,396 | ... |
| " | Tons ... | 629,791 | ... | 569,496 | ... |

Annex C.—RETURN of Principal Articles of Export from Nantes during the Years 1899–98.

| Articles. | | 1899. | | 1898. | |
|----------------------------------|-------------|-----------|--------------------|-----------|--------------------|
| | | Quantity. | Value. | Quantity. | Value. |
| Wines | Gallons ... | 18,577 | Not ascertainable. | 201,781 | Not ascertainable. |
| Spirits | " ... | 3,340 | | 30,620 | |
| Cereals and flour | Tons ... | 1,390 | | 4,870 | |
| Preserved provisions | " ... | 3,850 | | 960 | |
| Hardware | " ... | 11,342 | | 3,717 | |
| Coal | " ... | 5,950 | | 10,380 | |
| Oil-cake | " ... | 13,045 | | 5,209 | |
| Cast-iron and ironmongery | " ... | 10,995 | | 8,483 | |
| Building material | " ... | 1,380 | | 16,050 | |
| Manure | " ... | 30,531 | | 31,533 | |
| Other articles | " ... | 18,577 | ... | 232,401 | ... |
| Total | Gallons ... | 81,823 | | 81,192 | |
| " | Tons ... | | | | |

ST. NAZAIRE.

Mr. Vice-Consul Dickie reports as follows :—

Imports and exports. The custom-house returns show a decrease in the amount of shipping during the past year. One of the reasons alleged for this falling-off is the exceptionally good harvest during two consecutive years, in consequence very little food-stuff, with the exception of rice, was discharged during the year at this port.

Under the heading of grain and flour the returns show a falling-off from 109,340 tons in 1898 to 4,811 tons in 1899. On the other hand the import of coal has increased by over 30,000 tons, and iron ore by 18,000 tons. The latter increase is due to the activity at the Forges de Trignac where all the iron and steel plates for shipbuilding purposes in the district are made. The ore is almost entirely shipped from Bilbao by British and Spanish vessels.

Ship-building. The “Chantiers de la Loire” are as busy as the Nantes establishment, and have their hands full for some time to come. The Japanese armed cruiser “Usuma” is nearly completed, and is being supplied with guns by Messrs. Armstrong, of Elswick Works, Newcastle.

Several sailing ships for the French merchant service are on the stocks.

The Transatlantic Company’s Works at Penhouët are constructing the two large ocean liners “La Lorraine” and “La Savoie,” they are being built for the Havre–New York line, and it is expected that they will be ready in time for the opening of the Paris Exhibition. They will be two of the largest and fastest vessels afloat, as well as the most luxurious.

A large proportion of the workmen employed in the above yards live on the peat-moss, they are attracted by the wages, which are enormous when compared with what can be earned in the rural districts as farm labourers. They do not come to live

in the vicinity, but make the long journey back and forwards to their homes in carts. A string of carts more than a mile in length, passing through an absolutely flat country excites the curiosity of strangers not acquainted with the ways of the Briérons. A project for an electric tramway has been laid before Government which will be a great boon to these workmen, and the inhabitants of the district generally.

The construction of the new entrance is progressing, the principal piers are nearly completed; a "batardeau," or dam, will then be built across, the water being pumped out of the inclosed space for excavating purposes. When the work is completed the dam will be blown up by dynamite. The St. Nazaire old dock has been deepened to the extent of 6 feet 6 inches, and even 8 feet in some places. A rock-breaker, supplied by Messrs. Lobnitz, of Renfrew, has been largely used in deepening this dock. One of the dry docks at Penhouët has been lengthened to 606 feet, and can receive an ironclad or one of the large mail steamers now being constructed.

The train service between St. Nazaire and Paris has been greatly improved, it is now possible to make the journey in 6½ hours. This train is in connection with the Bordeaux-Paris express.

The "Institut Verneuil La Baule" has been attracting a good deal of attention; it is named after an eminent professor in Paris, who devoted himself to the formation of this remarkable sanatorium. Weakly and strumous children, and invalids in a state of convalescence, form the bulk of the patients. The mild and equable climate and the pure air bring back health and strength to most of the patients. The mean winter temperature is 8° C., and cold nights, so much dreaded on the south coast of France, are practically unknown. The singular healing power of the air has been recognised by the "Frères St. Jean de Dieu," who have a large hospital at Le Croisie, where a number of children are under treatment, and where patients are brought after surgical operations. I can recommend this part of the coast to persons who desire to winter in a mild climate, and who wish for quiet. Prices in winter, both for food and rent, are very moderate indeed.

Institut
Verneuil
La Baule.

Annex A.—RETURN of all Shipping at the Port of St. Nazaire during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 2 | 1,200 | 490 | 424,687 | 492 | 425,887 |
| French | 390 | 18,195 | 450 | 268,090 | 840 | 283,285 |
| Norwegian and Swedish | 4 | 2,308 | 38 | 35,964 | 42 | 38,272 |
| Danish | 2 | 281 | 7 | 8,599 | 9 | 8,880 |
| German | 1 | 467 | 5 | 6,201 | 6 | 6,668 |
| Spanish | ... | ... | 43 | 50,668 | 43 | 50,668 |
| Other nationalities | 4 | 2,311 | 5 | 4,700 | 9 | 7,011 |
| Total | 403 | 24,762 | 1,028 | 795,909 | 1,431 | 820,671 |
| „ for the year preceding ... | 229 | 32,128 | 1,225 | 841,051 | 1,454 | 873,179 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 2 | 1,200 | 477 | 422,103 | 479 | 423,303 |
| French | 398 | 21,217 | 464 | 268,187 | 862 | 290,414 |
| Norwegian and Swedish | 3 | 1,516 | 38 | 35,964 | 41 | 37,480 |
| Danish | 3 | 436 | 5 | 3,483 | 8 | 3,929 |
| German | 1 | 467 | 5 | 6,201 | 6 | 6,668 |
| Spanish | ... | ... | 40 | 46,744 | 40 | 46,744 |
| Other nationalities | 13 | 5,820 | 1 | 1,179 | 14 | 6,499 |
| Total | 420 | 30,156 | 1,080 | 784,881 | 1,450 | 815,037 |
| „ for the year preceding ... | 298 | 34,086 | 1,194 | 821,062 | 1,492 | 855,138 |

Annex B.—RETURN of Principal Articles of Import to St. Nazaire during the Years 1899–98.

| Articles. | | | | Quantity. | |
|------------------------|---------------|----|----|-----------|-----------|
| | | | | 1899. | 1898. |
| Coal | Tons | .. | .. | 839,987 | 809,650 |
| Grain and flour.. .. | .. .. | .. | .. | 4,811 | 109,340 |
| Manure .. .. | .. .. | .. | .. | 1,950 | 2,539 |
| Timber .. .. | .. .. | .. | .. | 39,630 | 39,816 |
| Iron ore.. .. | .. .. | .. | .. | 141,520 | 123,680 |
| Metals .. .. | .. .. | .. | .. | 10,300 | 11,850 |
| Hemp .. .. | .. .. | .. | .. | 675 | 390 |
| Coke .. .. | .. .. | .. | .. | 18,153 | .. |
| Coffee and cocoa .. .. | .. .. | .. | .. | 5,112 | 2,174 |
| Wine | Gallons | .. | .. | 39,615 | 739,000 |
| Brandy .. .. | .. .. | .. | .. | 9,065 | 190 |
| Other articles | Tons | .. | .. | 9,711 | 48,480 |
| Total | Tons | .. | .. | 1,071,849 | 1,147,919 |
| „ | Gallons | .. | .. | 48,680 | 739,190 |

Annex C.—RETURN of Principal Articles of Export from St. Nazaire during the Years 1899–98.

| Articles. | | | | Quantity. | |
|----------------------|------------|----|----|-----------|---------|
| | | | | 1899. | 1898. |
| Coal | Tons .. | .. | .. | 52,900 | 57,083 |
| Provisions | " .. | .. | .. | 6,309 | 4,364 |
| Grain and flour.. .. | " .. | .. | .. | 11,064 | 1,812 |
| Machinery | " .. | .. | .. | 700 | 550 |
| Glass | " .. | .. | .. | 3,995 | 2,630 |
| Wine | Gallons .. | .. | .. | 29,046 | 677,475 |
| Brandy | " .. | .. | .. | 22,352 | 250,150 |
| Other articles | Tons .. | .. | .. | 41,630 | 59,274 |
| Total | Tons .. | .. | .. | 116,598 | 126,313 |
| " | Gallons .. | .. | .. | 51,398 | 927,625 |

TONNAY-CHARENTE AND ROCHEFORT.

Mr. Vice-Consul Rizat reports as follows:—

Trade at the ports of Tonnay-Charente and Rochefort shows **General**
an improvement upon last year. **remarks.**

The import of coals from the United Kingdom has largely **Imports.**
increased.

Imports of grain of all descriptions are much reduced in con- **Grain.**
sequence of a good crop all over the country.

Exports have increased, though brandies have decreased, **Exports.**
having been sent from other ports.

Freights for coal from the United Kingdom have been about **Freights.**
the same as in 1898, from the South of England, 4s. to 5s., and 5s.
to 6s. from the North.

Agriculture has been prosperous, notwithstanding the dry **Agriculture.**
weather.

Wheat was a very abundant crop. **Wheat.**

Owing to dry weather during spring and summer, hay was **Hay.**
very short, prices have run up to 40s. per ton.

The following figures will show the result of the vintage in **Wine.**
1899, compared with the year preceding, in the Cognac district:
1898, 18,602,900 gallons; 1899, 28,963,700 gallons. The quality
is very good, with very high strength. The brandy produced this
year is one of the best for many years past.

In consequence of the deficiency in the hay crop, horned cattle **Horned**
have decreased in price, being from 8d. to 9d. per lb. for good live **cattle.**
cattle; calves two months old, on the contrary, have advanced in
quotation from 4d. to 5½d. per lb.

The sanitary state of Tonnay-Charente has been fairly good. **Public health.**

Annex A.—RETURN of all Shipping at the Ports of Tonnay-Charente and Rochefort during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------------------------|--------------------|--------------|--------------------|----------------|--------------------|----------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 202 | 129,774 | 202 | 129,774 |
| French | 1 | 54 | 47 | 28,842 | 48 | 28,896 |
| Norwegian | 5 | 2,635 | 7 | 6,510 | 12 | 9,145 |
| Spanish | ... | ... | 10 | 6,904 | 10 | 6,904 |
| Belgian | ... | ... | 6 | 7,746 | 6 | 7,746 |
| Other flags | 4 | 2,462 | 7 | 4,873 | 11 | 7,325 |
| Total | 10 | 5,141 | 279 | 184,649 | 289 | 189,790 |
| „ for the year preceding | 14 | 12,413 | 277 | 189,010 | 291 | 201,423 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------------------------|--------------------|--------------|--------------------|----------------|--------------------|----------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 202 | 130,018 | 202 | 130,018 |
| French | 4 | 696 | 48 | 27,124 | 52 | 27,820 |
| Norwegian | 7 | 5,276 | 6 | 5,910 | 13 | 11,186 |
| Spanish | ... | ... | 5 | 4,736 | 5 | 4,736 |
| Belgian | ... | ... | 6 | 7,746 | 6 | 7,746 |
| Other flags | 2 | 1,668 | 9 | 6,488 | 11 | 8,156 |
| Total | 13 | 7,640 | 276 | 182,022 | 289 | 189,662 |
| „ for the year preceding | 12 | 11,164 | 277 | 186,090 | 289 | 197,254 |

Annex B.—RETURN of Principal Articles of Import to Tonnay-Charente and Rochefort during the Years 1899–98.

| Articles. | | | | | Quantity. | |
|---|-----------|-----------|-----------|-----------|----------------|----------------|
| | | | | | 1899. | 1898. |
| | | | | | Tons. | Tons. |
| Coal and patent fuel | .. | .. | .. | .. | 230,596 | 185,577 |
| Phosphate | .. | .. | .. | .. | 24,124 | 32,494 |
| Wood | .. | .. | .. | .. | 36,733 | 28,747 |
| Pyrites | .. | .. | .. | .. | 27,828 | 21,094 |
| Manure | .. | .. | .. | .. | 319 | 1,513 |
| Coal-tar and pitch | .. | .. | .. | .. | 5,735 | 3,611 |
| Sulphate of ammonia and of copper | .. | .. | .. | .. | .. | 180 |
| Jute | .. | .. | .. | .. | 662 | 663 |
| Wheat, oats, maize | .. | .. | .. | .. | 7,123 | 56,327 |
| Wine | .. | .. | .. | .. | 3,392 | 4,854 |
| Other articles | .. | .. | .. | .. | 2,591 | 1,266 |
| Total | .. | .. | .. | .. | 339,103 | 336,326 |

Annex C.—RETURN of Principal Articles of Export from Tonnay-Charente and Rochefort during the Years 1899–98.

| Articles. | Quantity. | |
|--------------------------------------|-----------|--------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Brandy | 25,817 | 26,748 |
| Residue of pyrites | 29,555 | 27,140 |
| Hay | 476 | 3,321 |
| Wood (wheelwright's work) | 235 | 166 |
| Oysters | 203 | 225 |
| Eggs | 27 | 18 |
| Fruit and seeds | 478 | 90 |
| Preserved meat and vegetables.. .. . | 270 | 150 |
| Other articles | 12,976 | 5,083 |
| Total | 69,532 | 62,941 |

PORT OF SABLES D'OLONNE.

88 British vessels entered this port with a tonnage of 59,823 tons, against 76 vessels and 56,000 tons in 1898.

The imports consisted of 122,000 tons of coal and 4,380 tons of pitch in the year 1899, against 100,000 tons of coals and 3,600 tons of pitch in 1898.

There was no export trade.

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FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE, COMMERCE, AND AGRICULTURE OF
THE CONSULAR DISTRICT OF CALAIS.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2234.

Presented to both Houses of Parliament by Command of Her Majesty,
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*Report on the Trade, Commerce, and Agriculture of the Consular
District of Calais for the Year 1899*

By MR. CONSUL PAYTON.

(Received at Foreign Office, April 7, 1900.)

The returns of shipping at this port, for which I am indebted to the courtesy of the Chamber of Commerce and customs officials, show a considerable decrease in the number of vessels trading to the port. There is a fall of 243 in British shipping alone, mainly referable, as these returns include the Channel mail-packets, to the first day-service, known as the "French Mail," being mostly taken in 1899 by the new French boats, instead of the London, Chatham and Dover Railway's mail-packets as formerly. The actual numbers, 417 in entrances, and 423 in clearances, though an apparent increase, show an actual falling-off in French general shipping.

Shipping
returns.

Noteworthy features in the return (Annex A) are the apparent rapid superseding of sailing craft by steamers, observable in British and still more markedly in French ships. German steam-shiping shows an increase of six, Danish of 12, in entrances. Russian vessels, mostly from Finland, show a decrease in numbers, but a small increase in tonnage.

Falling-off
in sailing
craft.

Altogether, in spite of a smaller number of vessels, there is an increased tonnage, in entrances and clearances, of 68,484 and 39,916 tons respectively, referable in great part to the large new steamers of the Marseilles line. The deduction of mail-packets leaves a total of 933 vessels entered and 939 cleared, in the general trade of the port, with respective tonnage of 334,101 and 306,860 tons.

Increased
general
tonnage.

The French-built mail steamers "Nord" and "Pas-de-Calais" have been frequently under repair, being seldom both in running order at once, and English boats have sometimes been lent to carry the French mail. I am informed also that the above two boats are of such width as to be barely able to pass through the locks between the outer and inner harbours, while their draught of water also proved larger than was intended in the specifications, necessitating extra dredging of the channel between the piers, to which it is said that the builders have to contribute the sum of 4,000*l*. This deepening will, of

New French
mail boats.

Deepening of
passage.

course, be of advantage to general shipping, a minimum being obtained of 11 feet 6 inches below the zero of Admiralty charts, over a width of about 80 yards.

Channel
traffic.

The South-Eastern and Chatham and Nord Railway Companies are making all necessary arrangements and preparations in their train and boat services to meet the expected increased traffic in connection with the Paris Exhibition. Taking Calais-Dover and Folkestone-Boulogne together, at present 10 boats daily cross the Channel, all in connection with fast through trains between London and Paris. One need only recall the conditions under which the 1889 Exhibition traffic was carried on at Calais, when small boats were repeatedly run in duplicate to satisfy the needs of the service, and when the antiquated quay accommodation was the same as had been deemed adequate in the early years of the century, to appreciate the present advantages of the spacious quays in front of the handsome Gare Maritime and Terminus Hotel, the large and luxuriously-fitted boats, and the commodious corridor trains now provided at this port for the Continental traveller.

The "Nord
Express."

Passenger
statistics.

A local paper states that, since March 1 of this year, the "Nord Express," hitherto a daily service between Calais, Brussels, and Berlin, is run three times a week from Berlin to St. Petersburg. It also gives, for February, 184 crossings of mail-packets, and 12,823 passengers landed and embarked. According to information supplied to me from an official source, the arrivals of passengers for the last quarter of 1899 totalled 27,686 against 29,163 in 1898, a diminution of 1,477.

The following are the two years' totals of passengers for the three principal Channel ports:—

| Port. | Number of Passengers. | |
|------------------|-----------------------|---------|
| | 1898. | 1899. |
| Calais | 275,268 | 263,420 |
| Boulogne | 133,319 | 165,449 |
| Dieppe | 167,212 | 165,609 |

The mail-packets have generally continued to maintain their reputation for speed and comfort, their regularity only having been interfered with during the past winter, when the Admiralty Pier at Dover, owing to southerly or westerly gales, became unapproachable because of the heavy swell alongside. The prolongation of the old Admiralty Pier, now being pushed forward, will gradually mitigate this inconvenience, and the completion, with that of the new pier opposite, will, it is hoped, entirely remove it. The customs authorities will largely increase their accommodation for baggage examination here, in view of the increased traffic.

New corridor
trains.

The Nord Railway have increased their main line rolling stock

between Calais and Paris, and are running handsome corridor first and second class carriages in connection with the two day-services, the first being further improved by the addition of a restaurant-car.

For the first day-service an additional advantage will result from the English and French companies having agreed to interchange their boats, so that the one leaving will no longer be the same as the one arriving, which should mean a decided gain in time on most days. Interchange
of English
and French
boats.

The cargo-boats of the South-Eastern and Chatham Railways have since the new year been berthed at the outer tidal basin facing the mail-packet quay. Here they have the advantages of being always afloat, and of the use of powerful hydraulic cranes and vast warehouses for dealing with their cargoes. This change has really become an imperative necessity owing to the gradually increasing export trade (mostly transit), especially in wines from the Champagne district, tissues from Roubaix, and straw locally, the chief imports this way being general merchandise, with a good deal of Australian wool for Roubaix, some of which finds its way, in the shape of cloth goods, to the United Kingdom. Cargo-boats.

The depth of water between the piers and in the tidal basin is kept up by suction-dredgers, and by a very powerful bucket dredger, which is the property of the Government Department of "Ponts et Chaussées," and serves the three ports of Calais, Boulogne, and Dunkirk. Dredgers.

The general trade of the port is in great part served by the following regular British lines:—From London the "Times," owners Messrs. Sollas and Co., two or three times a week with general cargo; Goole, the "Progress," of the Co-operative Wholesale Society, Goole, and Calais, weekly, coals and general cargo; Leith, the Gibson Line, "Windsor" and other steamers, weekly, with iron, coal, and general merchandise; also, inaugurated during the year by the "Compagnie Maritime et Commerciale" (G. Majoux et Cie, Calais), a fortnightly line between Glasgow and this port, running a steamer, the "Lydia Millington," under the German flag, with pig-iron, coals, and general cargo. The Glasgow agents are Messrs. J. and R. Young. General.
British lines.

A new line of French steamers was started during the year for the transport of sugar and other goods direct between Calais and Marseilles, and its steamers, "Vesper," "Vega," and "Sirius," with a carrying capacity of 4,000 to 6,000 tons, are among the largest entering the spacious docks and profiting by the enormous warehouse-room which Calais affords for sugar and other important merchandise. New French
line for
Marseilles.

Of British vessels, mostly steamers, visiting this port, apart from the above-named regular lines, we find some bringing timber (deals, battens, pit-props, &c.), from Sweden, Norway, and Finland, though most of this traffic is done by Scandinavian ships; sundry cargoes of china clay from Cornwall; coals, mill-stones and bricks from Newcastle; slates from Port Madoc; pig-iron and general goods from Middlesborough, and one cargo respectively of grain from British ships
cargoes.

Braila, of iron ore from Rio Marina, and of sheep from Buenos Ayres.

Cargoes taken were, general for various ports, sugar for the United Kingdom (mostly Greenock and Liverpool), straw for the United Kingdom and Canary Islands, phosphates for London and Penzance, flints for Weston Point, and loam-sand for Workington.

British ships entered and cleared in ballast were, respectively, 83, of 16,253 tons register, and 89, of 36,918 tons.

Spanish ore
for Calais.

It was reported that a contract was made for 80,000 tons of Spanish iron ore from the Bilbao district, to come through Calais for the Isbergues Ironworks.

This ore is said to have originally come to Calais, but to have been diverted to Dunkirk about three years ago. From Calais to Isbergues it goes by canal. Spanish steamers appear so far to get the freight.

Belgian iron-
work for
Dover.

British sea-going lighters have taken girders and other heavy pieces of ironwork from this port to Dover for the harbour works there. It is noteworthy that a contract was made for about 1,000 tons of such pieces with the ironworks of Hal in Belgium, whence they came by rail to Calais. About 700 tons were shipped in 1899.

Barge traffic.

Inland navigation by large barges, many of them carrying between 300 and 400 tons, is of considerable importance in this district, and the following extracts from a Government report recently published, though only for the year 1898, may be found of interest. The total tonnage of goods by canal was 235,127 tons from and 228,939 to Calais.

Timber was the principal article going inland, amounting to 105,939 tons, while from the interior "mineral combustibles" by canal totalled 114,263 tons. Only 673 tons of British coals were sent away by barge. Considerable quantities of French coal were received at and sent away from the ports of Calais, Dunkirk, and Gravelines. The Calais canal gave a largely-increased traffic for 1898, the sugar refinery of Pont-sans-Pareil, near Ardres, contributing 111,711 tons. The total canal traffic of Dunkirk was estimated at 1,470,504 tons. The number of laden barges using the Calais Canal in 1898 is given as 5,079, of which 2,638 were upward, and 2,441 downward.

From Calais to Paris, 477 kiloms. by water, the trip of a barge is estimated at about a month; from Calais to Amiens, 330 kiloms., about 40 days, allowing for accidental delays.

Imports and
exports.
Transit trade.

The examination of the annexed tables of imports and exports, while giving a fair idea of the general trade of the port, serves to show how essentially it is a transit trade.

Condensed
milk.
Lace and
tulle.

For instance, the 859 tons of condensed milk imported from Switzerland all appear as exported to the United Kingdom, while, of the large quantities of tissues, especially the Calais productions of lace and tulle exported to the United Kingdom, a very large proportion would be re-shipped at British ports for the United States and Canada.

Cattle from
Argentina.

Noticeable features in the year's import lists are: an importa-

tion of cattle from the Argentine Republic; a considerable falling-off in British coal, pointing to raised prices in England, and increased development of French mines; a large increase in Norway ice, mostly for fishery purposes; also in British pig-iron and ironware; a falling-off in iron ore and petroleum; and a more than doubled importation of sheep, of which 17,661 came from the Argentine Republic. Of a cargo of 2,500 which arrived in May, some were found affected with scab, and were not allowed to be driven into other parts of the country, but, the meat being declared not unfit for human food, the animals were all slaughtered here, and the meat, I was informed, went to London in special packing-cases brought from Rotterdam.

The large importation of various timber, deals, battens, poles, pit-props, &c., from Sweden, Norway, and Russian Finland showed a diminution; while the much smaller importation of wheat (River Plate) pointed to the good harvests expected and realised in France.

The quantity of Swedish and Norwegian wood-pulp was fairly maintained; also wool from the United Kingdom, a large portion of which would probably be Australian; but there was a very heavy fall in cotton yarns, entered in lengths of 1,000 metres, of which only 35,778 lengths came in 1899, against 67,369 lengths in 1898.

Although there was a drop in yeast from the United Kingdom, I am told that there was a greatly increased importation at the beginning of the current year, nearly ten times the usual quantity, with a view to brewing in connection with the Paris Exhibition.

Imports of minor importance included fish from England, oleaginous seeds, coffee (Brazil), fabrics of mixed cotton and wool, fine oil, sundry grain from Roumania, a little sugar from Great Britain, also some flax yarns, and five horses.

Features in the export list are: an increase in submarine cables, for Venezuela and United States; diminished, but still very large, transit of champagne to England; and the increased item of 28,513 tons of coal and patent fuel to the United Kingdom, which would appear alarming were it not explained that this refers to the coaling of steamers.

The value of clocks exported fell by nearly two-thirds.

Bottles and glassware were steady; also hay, fodder, and straw, of which latter there is a considerable exportation to the United Kingdom, while some steamers have called here to take it to the Canary Islands for packing bananas.

Over 12,000 tons of metal goods went to Belgium and Germany.

Phosphates decreased by nearly half; and sugar is only returned at 25,146 tons, a great falling-off from 1898.

Tissues, dealt with elsewhere (page 8) as to lace and tulle, would include a considerable amount of woollen goods from Roubaix.

There was a great decrease in the comparatively small export of iron and steel wire to the United Kingdom and the United

Decrease in
wines and
liqueurs.

States; and wines and liqueurs to the former showed a drop of 8,652 gallons.

Lace and
tulle
industries.

Among smaller exports we find osiers, brandies and spirits, of wine, linseed oil, paper, machinery, potatoes, corks, and stone.

The manufacture of lace and tulle being the staple industry of Calais, the following account of its condition throughout the year, for which I am indebted to the courtesy of the President of the Manufacturers' Syndicate, should be found of value to those interested in the trade.

Although business during the year was not as satisfactory as had been hoped, orders received, though not very important, sufficed to keep the manufacturing staff and stock moderately well employed.

Review of the
year.
January.

In the beginning of the year the demand was mostly for Valenciennes goods, and applications in black and white, with some sale for Chantilly warp fining and bobbin fining; small frills and nets for German and British millinery establishments; while Honiton braids and "mignardises" had much success. Among other goods, Brussels applications in all shades, torchons, Alençons, Luxeuil, and narrow edgings for ruchings in silk and cottons were in some demand, while the Godet lace had a certain vogue, though of short duration.

February.

February, without being very brilliant, showed some good transactions, though orders from America were more limited than usual. There was some compensation from the Continent, where the current ran in favour of warp and bobbin finings, and continued in silk Irish, assorted edgings in black silk (Plauen style), and imitation Luxeuil laces in silk and cotton.

Valenciennes, torchons, Chantilly nets and edgings, &c., were not neglected, and the producers of these articles had little to complain of.

March.

March was a fairly favourable month for such progressive and well-informed manufacturers as had created novelties to meet the fashionable taste, the principal share of business falling to Valenciennes, Malines, cotton warp fining, and undulated insertions. Thick guipure, Irish style in black silk, also had a good place.

April.

Business in April was below anticipations orders came in very slackly, the situation being about the same for all the above-mentioned articles; and the custom received from the Continent was counter-balanced by a marked falling-off in large American orders, generally attributed to the favour shown to Plauen and St. Gall goods.

May.

There was similar languor during May, fashion seeming to flutter over all fancies without settling on any special article, everything being asked for, but nothing in large quantities, Continental orders not sufficing to keep the ordinary production going; even Valenciennes, usually so much in demand, being rather stagnant.

June.

Though the movement of business was only moderate in June, it may be said to have represented a respectable quantum,

Valenciennes and Malines selling well, while veiling was fairly in demand, and Irish guipure recovered a little of its former vogue.

July showed a fairly satisfactory activity, "late season" July. purchases giving rise to some good transactions, while orders, though not on a large scale, occupied a good part of the manufacturing material, and gave some indications of the possible needs of the next season.

The principal sales were in black silk nets, Plauen style, Luxeuil lace, Chantilly narrow edgings, Valenciennes, veilings, and most other kinds of laces.

Business was insignificant in August; it is the holiday time, August. and always the slackest month of the year for the manufacturers, many of whom profited by this inactivity to prepare their novelties for the coming season.

Such business as was done was mostly for "classical" articles, such as fringe, which was in some demand for making up as scarves and hat trimmings.

September not needing special remark we find no very sensible September, improvement in October, though some business was done, and October. orders sufficed in some branches to keep the greater part of the manufacture at work, notably in fringes, Valenciennes in all qualities, Irish silk nets (Plauen style), Chantilly nets and galoons, and Luxeuil. Chantilly dress and mantle laces, also torchon, gave a little work to the factories.

November did not bring complete reanimation, the season being November. late in opening, while American buyers, insufficiently informed, did not send very important orders. Still there was a fair run of business in Valenciennes, nets and galoons, Chantilly edgings and other current articles, so that the month could be termed an average one.

No important change to note for December, always a month of December. slack sale, the holiday season causing business to be neglected. Silk goods, however, were not entirely neglected.

It would be very difficult to express an opinion on the Present future which fashion may have in store, but there is reason outlook. to think that sale will be found mainly for cotton goods and embroidery laces. This seems in accordance with deliveries made in the course of December, all being in response to orders for Valenciennes, torchon, heavy nets, galoons, and fine points, all in cotton.

One of the principal lace merchants here favours me with the Summary by following practical summary. There has been very little change a leading during the year and, although the amount of business has been merchant. fully maintained, it is still far from being in a satisfactory state, the "black silk trade," practically the mainstay of the local industry, having been, so to speak, a dead letter. Business done in silk has been principally in novelty goods such as nets, insertions of all kinds, Luxeuil and Cluny effect laces.

Silk and cotton laces (dentelle appliquée) have more and more lost favour, in fact only wholly cotton goods, such as Malines laces, scarves, Alençons, &c., have been in good demand.

Production and prices. Valenciennes laces continue to give the chief occupation to the machines, and it seems extraordinary how the demand is maintained for this article. Production has considerably increased and still the demand, for the cheaper class, continues to be larger than the supply. Unfortunately prices still rule lower than last year, notwithstanding the rise in the raw material, so that profits are necessarily very limited.

Plauen goods. Veilings found slow sale, fashion seeming to be against them. Plauen machinery did not increase to any great extent, but holders kept busy and seemed to prosper. This class of goods is, however, mostly for home consumption and the United Kingdom. For American and other foreign markets, Plauen still remains the producing centre.

Black silk trade. It is satisfactory to note that masters and work-people have generally continued to work amicably together, and that, in spite of the general poor trade, manufacturers continue to make both ends meet and no failure worth mentioning has taken place.

Competition of Nottingham. It is regrettable that there are no present indications of revival of the black silk trade, either in millinery or dress laces, and as long as this class of goods is not in vogue Calais must suffer, for Nottingham has such advantages for the production of cheap cotton goods that it is a hard struggle for Calais to compete with her.

Exportation figures. With regard to the exportation, as the amount in the export list (Annex C) for "tissues, lace, tulle, &c.," includes other goods, such as woollen cloth from Roubaix, &c., the following table, kindly supplied to me by the Syndicate of Manufacturers, will be found of practical interest.

EXPORTATION of Tulle and Lace.

| | 1898. | | 1899. | |
|--------------------|-----------|-----------|-----------|-----------|
| | Quantity. | Value. | Quantity. | Value. |
| | Cwts. | £ | Cwts. | £ |
| Tulles, silk | 3,025 | 695,796 | 5,422 | 1,247,080 |
| Lace | 5,046 | 958,371 | 4,268 | 1,050,920 |
| " flax | .. | 2,690 | .. | 1,240 |
| " wool | 105 | 3,778 | 24 | 864 |
| " cotton | 5,571 | 909,265 | 5,930 | 967,776 |
| Total | .. | 2,569,900 | .. | 3,267,860 |

Noteworthy features. The noticeable features are, considerable increase in silk tulles, a smaller quantity but higher value of silk lace, great falling-off in both flax and woollen lace, and increase in the cotton article. The total weights, that of flax goods not being given, amount to 687 tons in 1898, and 782 tons in 1899.

Local industries. In general local industries of the district, the production of sugar is an important feature, and the warehouses at the docks

are capable of containing enormous quantities, but, in spite of the new feature of large steamers taking cargoes direct to Marseilles, **Large cargoes for Marseilles.** there is a considerable falling-off in the general exportation of sugar, probably owing to increased shipments by Dunkirk. I am informed, however, that a larger exportation from Calais may be expected during 1900. The principal places of production are **Places of production.** Valenciennes, Douai, Ardres, Audruicq, St. Martin-au-Laërt, Pont-à-Vendin, Ste. Marie-Kerque, Douvrin, and Estrée Blanche. Average price about 12s. per cwt. **Price.**

There are four soap-boiling establishments in the district, **Soap boiling.** chiefly at Marquise, but not on a very large scale, total production estimated at about 25,000 tons, valued at 30,000*l.* Prices rose some 10 per cent., work has been only stationary, the drought in India having caused a falling-off in the supply of the necessary grain.

There are six quarries of stone and marble employing about **Marble and stone.** 370 workmen. The production was stated at 4,000 to 5,000 tons, valued at 32,000*l.*, so a large proportion would be marble; prices had gone up 10 to 15 per cent., and the industry is considered prosperous.

For silk-milling there are two factories, employing 143 work- **Silk-milling.** men. Though the industry is described as stationary, work has been more abundant during the last half-year, while there was a very marked rise in prices, 30 to 40 per cent., attributed to increased employment of raw and milled silks for tissues, and to the crop of the Canton province being to a large extent absorbed by American purchases.

In mouldings, both the output and price are returned as **Moulding.** stationary. General condition of this small industry (three establishments, 45 hands), good.

The phosphate industry in the Boulogne district, appears to **Phosphates.** have remained in its unfortunate state of stagnation.

In timber there was more doing, and with increased demand **Timber.** prices went up 10 per cent.; the importation is put at 150,000 tons, valued at 440,000*l.*

Machinery fitting, with six establishments, at Calais, Marquise, **Machinery** and Audruicq, gives employment to about 8,000 hands; work has **fitting.** been more abundant, and prices higher, consequent on the great rise in metals.

Foundry work, in which at Marquise some 350 workmen are **Iron foundry.** employed, was more abundant, owing to manufacturing activity, and prices went up. The production is about 250 tons monthly, estimated at 2,800*l.* to 3,600*l.*

The manufacture of chairs (wooden and straw-bottomed, &c.), **Chairs.** mostly round Audruicq, is said to employ 126 workpeople, and to give a yearly output of 3,000 dozen chairs, valued at 6,000*l.*, rough chairs being estimated at 23s. to 28s. per dozen, common, 28s. to 36s.; and superior, 44s. to 60s.

In submarine cables, produced by "The Société Industrielle **Submarine** des Téléphones, &c.," which has large works near Calais **cables.** Docks, the principal items of exportation appear to have been **Destinations.**

- 220 miles *plus* 160 miles for Venezuela and 170 miles for New York.
- Biscuits.** In biscuit factories at Calais, Ardres, Audruicq, Guines, and Marquise, about 75 men, 30 women, and 50 children are employed, and business is reported as stationary.
- Brickyards.** The same is said as to brickworks, except at Brêmes, where the works, with improved mechanical plant and artificial drying by steam, are about to double their staff and output. Generally speaking, work has been less abundant; prices, owing to competition, did not vary. The output for the district is reported at 45,000 tons, valued at 12,000*l*. Belgian workmen are liked, but it is difficult to get them, owing to great demand and better pay in Russia and Belgium.
- Belgian labour.**
- British groceries, &c.** I do not see, in the local shops, indications of much increased consumption of British groceries and other goods, but this may be to some extent affected by the institution of a co-operative society which was started during the year, composed mostly of British residents working on the principle of selling goods, chiefly of British origin, at a moderate profit, and at the end of the year each shareholder receiving a percentage on his outlay.
- A co-operative store opened.**
- Carriage building.** A new development during the year was the establishment of a carriage-building factory by a builder from London, turning out from 200 to 300 carriages per year, chiefly landaus, victorias, and coupés, which find sale mostly in the Colonies and the United Kingdom, but little in France, owing to the different nature of the demand. I am informed by this gentleman that 30 hands are employed, and the price of the carriages ranges from 30*l*. to 150*l*. Most of the workmen are from the United Kingdom, British being found superior to local labour, and, although springs come from Lille, and bodies from the South of France, other materials are nearly all imported from the United Kingdom, on account of superiority of finish, excellence of material, and smartness in delivery.
- Bicycle and motor-car accessories.** The Birmingham firm mentioned in my last report, continues to employ a large number of hands, mostly British, in the manufacture of accessories for bicycles and motor-cars; the latter seem to be coming into increasing vogue.
- Local coal production.** The following table of coal-production in this district is interesting, showing the largely-increased output in the Pas-de-Calais, in which some fresh discoveries were reported during the year, but a decrease of 40,457 tons in the Nord Basin.

COAL Production of the Pas-de-Calais and the Nord during the Years 1899-98.

| Companies. | 1899. | 1898. | Increase. | Decrease. | Number of Pits. |
|---------------------------------------|----------------------|----------------|-----------|-----------|-----------------|
| | Approximate Figures. | Exact Figures. | | | |
| | Tons. | Tons. | Tons. | Tons. | |
| BASIN OF THE PAS-DE-CALAIS. | | | | | |
| Dourges | 1,044,240 | 839,730 | 204,510 | ... | 5 |
| Courrières | 1,930,868 | 1,791,237 | 139,631 | ... | 8 |
| Lens | 3,065,611 | 2,977,154 | 88,457 | ... | 18 |
| Bully-Grenay | 1,486,303 | 1,455,781 | 30,522 | ... | 8 |
| Nœux | 1,345,562 | 1,378,029 | ... | 40,467 | 7 |
| Brumay | 1,634,331 | 1,514,131 | 120,200 | ... | 6 |
| Marles | 1,127,465 | 1,100,574 | 26,891 | ... | 6 |
| Ferfay | 159,496 | 165,623 | ... | 6,127 | 2 |
| Flechinelle | 111,041 | 103,292 | 7,749 | ... | 1 |
| Liévin | 1,153,512 | 1,040,530 | 112,982 | ... | 6 |
| Vendin | 94,224 | 97,210 | ... | 2,986 | 2 |
| Meurchin | 442,134 | 455,333 | ... | 13,200 | 3 |
| Carvin | 243,500 | 217,300 | 26,200 | ... | 3 |
| Ostricourt | 200,500 | 206,700 | ... | 6,200 | 2 |
| Drocourt | 471,890 | 510,250 | ... | 68,360 | 2 |
| Hardinghem | 922 | 752 | 170 | ... | 1 |
| Total | 14,501,603 | 13,881,635 | 757,308 | 137,340 | 77 |
| Increase | ... | ... | 619,968 | ... | ... |
| BASIN OF THE NORD. | | | | | |
| Anzin | 3,154,000 | 3,168,907 | ... | 14,907 | 21 |
| Aniche | 1,167,412 | 1,179,879 | ... | 22,467 | 9 |
| Escarpelle | 724,383 | 735,213 | ... | 10,830 | 7 |
| Douchy | 395,815 | 407,509 | ... | 11,694 | 4 |
| Vicoigne | 148,326 | 137,273 | 11,053 | ... | 1 |
| Thivencelles | 126,692 | 123,386 | 3,206 | ... | 2 |
| Azin-court | 105,066 | 114,830 | ... | 9,764 | 1 |
| Crespin | 72,714 | 71,717 | 997 | ... | 1 |
| Flines-les-Râches | 147,760 | 133,811 | 13,949 | ... | 1 |
| Total | 6,032,068 | 6,072,525 | 29,205 | 69,662 | 47 |
| Decrease | ... | ... | 40,457 | ... | ... |
| Grand total for the two basins | 20,533,671 | 19,954,160 | 786,513 | 207,002 | 124 |
| Increase | ... | ... | 579,511 | ... | ... |

It seems desirable to impress upon manufacturers in the United Kingdom, the importance of great care in declarations and manifests of goods for France, where the customs tariff is so complicated. Errors in declaration, which, of course, may be unintentional, are punishable by confiscation of goods in addition to a fine of 100 fr., though this maximum penalty is only inflicted in what are considered flagrant cases.

Heavy fines are also inflicted for smuggling by seamen of such articles as tea, tobacco, and matches, the introduction of the latter, which are a Government monopoly, being prohibited with special rigour.

The population of Calais on January 1, 1900, was returned 56,940, an increase of 659. I am unable to obtain statistics of the English population, but it was roughly estimated at 1,000 to

1,200, the great majority of whom are engaged in the lace and tulle manufacture.

Sanitary
statistics.

The following table shows the number and principal causes of death during the year:—

| Cause of Death. | Number of Deaths. |
|---|-------------------|
| Typhoid fever | 4 |
| Measles | 20 |
| Scarlatina | 6 |
| Whooping-cough | 7 |
| Diphtheria and croup | 10 |
| Pulmonary phthisis | 190 |
| Tuberculous meningitis | 34 |
| Other tuberculosis | 20 |
| Cancer and other tumours | 53 |
| Cerebral congestion and hæmorrhage | 66 |
| Simple meningitis | 43 |
| Paralysis without indicated cause | 9 |
| Softening of the brain | 18 |
| Organic diseases of the heart | 54 |
| Acute bronchitis | 58 |
| Chronic | 38 |
| Pneumonia and broncho-pneumonia | 82 |
| Diarrhoea, gastro-enteritis, and dysentery | 160 |
| Choleric form ailments | 18 |
| Puerperal fever and other ailments | 4 |
| Congenital debility and defects of conformation | 50 |
| Old age | 42 |
| Suicides | 12 |
| Other violent deaths | 69 |
| Sundry other causes of death | 194 |
| Total | 1,261 |

Decreased
death-rate.

The deaths decreased by 126 from the number in 1898. There was smaller mortality in typhoid fever, very much less in measles, but consumption continued a large feature in the death-roll, also diarrhoea and kindred ailments. There was a marked increase in the number of violent deaths.

Animals.
Foot-and-
mouth
disease.

Preventive
and curative
measures.

Among animals the noteworthy feature was the prevalence of foot-and-mouth disease in many neighbouring localities, cases being reported in March, May, June, August and September (numerous), dropping with the lower temperature through October and November to a single case in December, though I find two reported in February of the current year. Measures taken by municipal and communal authorities to prevent spread of the contagion were isolation of cattle and of infected farms, and prohibition not only of access to pastures containing infected animals, but of passage along the roads in these districts of cattle, sheep, and pigs; while in one parish, Frethun, even dogs were forbidden to pass along the roads, a case of infection being said to have been communicated by a dog. Placards were also posted up by the local authorities, giving a description of the disease, with coloured illustrations of its symptoms, and details of preventive

and remedial measures, the latter consisting chiefly in washing the affected parts with astringent solutions. It was also publicly recommended that all milk should be boiled before use.

Two cases of glanders occurred in the St. Omer district.

Glanders.

No other diseases of a contagious nature were reported, except scab among sheep imported from South America.

Sheep-scab.

No case of rabies occurring among dogs, they enjoyed freedom from both muzzle and leash throughout the year.

Dogs: no rabies.

The agricultural year may be considered prosperous, especially as to wheat. I am informed by a very high local authority that, while the area sown in all France was 6,919,400 hectares, or 17,097,838 acres, and the production 129,005,500 hectolitres, or 354,894,130 bushels, the area sown in the Pas-de-Calais was 151,480 hectares, or 374,307 acres, and the production 3,484,000 hectolitres, or 9,584,484 bushels. The rate of production is, therefore, for France generally, 20·75 bushels per acre, and for the Pas de-Calais 25·6 bushels.

Good agricultural year. "Wheat production, France and Pas de-Calais. Bushels per acre.

Present average price of wheat in this district, is about 7s. 6d. per cwt. Present price.

Wheat sowings for 1900 were estimated in January at an acreage of 16,942,757 acres for the whole of France, a considerable falling-off, liable to still further reduction, as a large proportion of seed-corn must have been frozen, and the ground will not have been all re-sown in wheat. The general opinion is that, unless we have exceptionally favourable conditions of temperature between now and harvest-time, crops will be very inferior to last year's.

Sowings for 1900.

Spells of very sharp weather, one of a fortnight just before Christmas, and another towards the end of January, with shorter frosts occasionally, though the snowfall was less heavy than in many other parts, have naturally had an injurious effect not only on cereals, but on root-crops and vegetables, and, at the time of writing, vegetation generally has a backward appearance.

The fisheries of this port do not need to be mentioned in detail annually. Most of the "best fish" is landed ready packed for Paris.

Fisheries.

The first autumn herrings were brought in early in October, prices ranging from 6s. to 10s. per 1,000. Last lots, of poorer quality, many of them "shotten" this February and March. Large numbers of herrings were again caught with rod and line, January to March, in the docks here.

Herrings.

Herrings in docks.

Skate, and rougher members of the ray family, find ready sale, a good deal going to Paris.

Skate and other rays.

There does not appear to be any sale for British caught fish here, except dried sprats in the winter and a salmon or two occasionally. The duty of 20 fr. per 100 kilos. on ordinary sea-fish would fall heavily on the coarser kinds, especially on skate, if landed whole, only a comparatively small proportion being edible.

English fish.

Duty.

A circular was issued from the Ministry of Marine early in October warning French skippers against venturing into territorial waters.

French boats in British waters.

Iceland
fisheries ;
early
departures.

The first departures for the Iceland fisheries appear to have been rather early, one from Calais on February 19, and a ship from Dunkirk the previous week.

CROIX DISTRICT.

The Reverend Charles Faulkner, British Pro-Consul at Croix, Nord, reports as follows :—

Cotton trade
fairly good.

The year was fairly successful in those branches of the cotton trade which deal with the manufacture of fustians, including cords, heavy velveteens, whip-cords, moleskins, &c.

Low prices in
summer.

Generally speaking, factories worked full time during the year, and wages remained the same. In summer prices declined greatly, leaving little margin, and obliging manufacturers to accumulate larger stocks. But the last quarter of the year witnessed a great rise in prices, owing to the phenomenally increased quotations on the Liverpool and American markets, and a corresponding decrease in stocks. Still the cotton trade of the district, if not actually declining, can only be considered stationary.

Large rise,
winter.

Workmen's
wear.

The manufacture of goods for men's wear has apparently seen its best days. As long as ready-made "slop" goods can be put on the market at present prices, they will take the place of corduroys, being, though not as durable, so much cheaper that two or three suits can be had at the price of one in cord. Then there is a growing disposition to regard the wearing of corduroy as a badge of inferiority; the master wears cloth, why should not the workman wear cloth too? So the French working man in the towns has in a large measure discarded fustian clothing.

Little export.

Another reason for the unelastic condition of the trade is that it is so much a home rather than an export industry; cotton yarns were hardly, if at all, exported from the district 10 years ago, and very little goes away now. This is true also of the woven article. Protection all round has increased the cost of production all round, and French manufacturers find it difficult to compete in the open markets of the world.

Again French dyers and finishers do not turn out the finished fustian goods as well as their British competitors. I have even heard it said that it would pay a British firm to put down plant for this purpose.

Roubaix and Tourcoing.

Combed wool
industry.

The production of combed wool is of such importance in this district that it may be well to deal with this branch specially, leaving aside other manufacturing industries which have also contributed much towards making Roubaix and Tourcoing with their environs so prosperous.

Australian
and River
Plate wools.

For many years all the Australian and River Plate raw wools used in the district were bought, the former at the London sales,

the latter at Havre, Antwerp, Bordeaux, &c. All this is now changed, direct imports are the order of the day, most of the principal makers send out buyers to Australia, Buenos Ayres, and Montevideo, and those firms who have not a big enough turn-over to do so commission the larger houses to buy for them.

The district not only furnishes "tops" for large local requirements, but sells to nearly every country in the world. The following quantities passed through the testing-houses (Conditionnements Publics) during the last 10 years :—

| Year. | | | | | | Quantity. |
|-------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| 1890 | .. | .. | .. | .. | .. | 34,642 |
| 1891 | .. | .. | .. | .. | .. | 34,766 |
| 1892 | .. | .. | .. | .. | .. | 33,372 |
| 1893 | .. | .. | .. | .. | .. | 42,342 |
| 1894 | .. | .. | .. | .. | .. | 45,291 |
| 1895 | .. | .. | .. | .. | .. | 53,167 |
| 1896 | .. | .. | .. | .. | .. | 50,777 |
| 1897 | .. | .. | .. | .. | .. | 45,919 |
| 1898 | .. | .. | .. | .. | .. | 53,179 |
| 1899 | .. | .. | .. | .. | .. | 63,683 |

These quantities do not include combed wool produced for their own use by manufacturers having combing plant, but represent mainly the production of local commission wool combers.

It is noteworthy that hardly any "tops" are bought and sold here without going through one of the public testing-houses to fix the condition, on which the invoices are based.

The relative importance of this district is seen by comparing the above figures with those of the whole quantities passed by the five large testing-houses of the country, Roubaix, Tourcoing, Reims, Fourmies, and Amiens, which amounted in 1897 to 56,189 tons, 63,588 tons in 1898, and 75,305 tons in 1899.

The year saw a remarkable and continuous rise in prices, both of raw and combed wool; it had commenced in 1898, but surpassed all expectations in 1899.

The average price of a bale of Australian wool was 12*l.* at the end of 1898, and 19*l.* by the end of 1899. At the Terminal Market quotations for combed wool were 3 fr. 90 c. at the end of 1897, while 1898 saw them at 4 fr. 80 c., and by the end of 1899 the price was 6 fr. 70 c.

The reasons for such rises in prices were clearly explained in the annual report on wool for 1899, published by Messrs. Helmuth, Schwartze, and Co., the London brokers, recording a complete revolution in the value of wool, a jump in various qualities of 35 to 60 per cent., and in fine wools, since 1895, a rise of 100 per cent., but a very much smaller increase in cross-bred classes. All this is attributed to great decrease in production of fine wool since 1895, low prices for merinos during the past decade having led to increased cross-breeding in

Australia, and still more in the River Plate, to secure additional profit from the meat trade, while an unparalleled series of droughts in the course of four years reduced the number of sheep in Australia by 21,000,000. The proportion of cross-bred sheep rose from 17·2 per cent. in 1889, to 45·6 per cent. in 1899.

Terminal market. The Roubaix-Tourcoing Terminal Market was started in 1889. Opinions are divided as to its practical usefulness, and a few years ago a determined but unsuccessful effort was made to do away with it. It may be considered chiefly speculative, with many transactions on paper rather than genuine business ones, as will be seen by comparing the previous figures of the amounts passed through the testing-houses with the following statement for the past decade of transactions of the *Marché à Terme*:—For 1890, 49,355 tons; next year, 23,745 tons; continuing, 30,190 tons, 30,380 tons, 53,480 tons, 37,575 tons, 38,250 tons, 21,900 tons, 23,790 tons, to 41,785 tons in 1899. This market has, however, enjoyed great success during the first part of the current year, and has had for the first time a direct influence on the other wool markets of the world.

Speculative operations.

Transactions of the decade.

Position early in 1900.

A remarkable change for the worse is reported to have been recently brought about by speculative operations on this Market, which, when most of the wool in the colonies and South America had been sold at very high rates, and both manufacturers and top-makers might have hoped to enjoy another successful year, brought down prices so considerably as to affect them elsewhere, and so shake confidence that very little business is being done, and no more commissions are coming in. But it is hoped that the really healthy condition of trade will get the better of this speculative movement.

Agriculture—Lille District.

Good farming. Mr. Pro-Consul Faulkner reports that the leading agriculturists of the *arrondissement* of Lille have for many years been unremitting in their efforts to obtain the largest possible yield from the land, and that they may now be justly proud of their success. The President of the Agricultural Society of the North of France said recently, that while England was at the head of all the countries of the world in the average yield per acre, the Department of the Nord held the record of the world, England included, and the Lille *arrondissement* was superior to all other districts of the Department. So, according to M. Vallet-Roger, the largest harvests in the world are reaped in this neighbourhood.

High yield.

World's record for the Nord.

Errors and improvements suggested. Manures, chemical and mineral.

But, far from wishing these excellent farmers to rest on their oars, he made this statement the starting-point of an address, pointing out some errors and possible improvements. He seemed to allow that in the preparation of the soil they had almost reached perfection, but not so in the application of different manures, reminding his hearers that each plant had its own special wants and special tastes, and he believed that they were spending too much money on chemical and too little on mineral manures.

Actual figures of this record yield not having been given by the President, some details have been kindly furnished by M. Emile Davaine, an ex-President of the Society, who estimates the average yield of wheat in this arrondissement at 35 hectolitres per hectare, or 38·5 bushels per acre. This was allowing for some poor soils and poor farmers, and he added that a great many farmers obtained from 40 to 45 hectolitres per hectare, the latter figure being equivalent to 49·5 bushels per acre.

For comparative purposes he kindly procured for me a copy of the Agricultural Statistics published by the Ministry of that Department in Paris for 1899, one of the tables in which gives the average wheat production in different countries of the world from 1894-98, the average yield for the United Kingdom during those five years appearing as 30·6 bushels per acre; in Germany, 20·25 bushels per acre; United States, 15·9 bushels per acre; European Russia, 10·08 bushels per acre; while M. Davaine estimated the annual average production in France at 21·45 bushels per acre.

Annex A.—RETURN of all Shipping at the Port of Calais
during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | 23 | 1,780 | 1,409 | 391,006 | 1,432 | 392,786 |
| Danish ... | 2 | 414 | 23 | 25,481 | 25 | 25,895 |
| Dutch ... | ... | ... | 4 | 3,516 | 4 | 3,516 |
| French ... | 5 | 153 | 412 | 287,669 | 417 | 287,822 |
| German ... | ... | ... | 17 | 18,533 | 17 | 18,533 |
| Norwegian... | 29 | 9,333 | 14 | 10,336 | 43 | 19,669 |
| Russian ... | 12 | 4,434 | 2 | 2,523 | 14 | 6,957 |
| Spanish ... | ... | ... | 3 | 3,619 | 3 | 3,619 |
| Swedish ... | 5 | 3,037 | 34 | 21,860 | 39 | 24,897 |
| United States ... | 1 | 598 | ... | ... | 1 | 598 |
| Total ... | 77 | 19,749 | 1,918 | 764,543 | 1,995 | 784,292 |
| Coasting... | 48 | 2,561 | 58 | 25,962 | 106 | 28,523 |
| Grand Total ... | 125 | 22,310 | 1,976 | 790,505 | 2,101 | 812,815 |
| Total for the year preceding | 244 | 41,747 | 2,067 | 702,584 | 2,311 | 744,331 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|---------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 22 | 15,011 | 1,421 | 380,206 | 1,443 | 395,217 |
| Danish | 2 | 414 | 22 | 23,115 | 24 | 23,529 |
| Dutch | ... | ... | 4 | 3,516 | 4 | 3,516 |
| French | 5 | 153 | 418 | 265,583 | 423 | 265,736 |
| German | ... | ... | 17 | 18,533 | 17 | 18,533 |
| Norwegian | 33 | 13,238 | 14 | 9,716 | 46 | 22,954 |
| Russian | 10 | 4,811 | 2 | 2,523 | 12 | 7,334 |
| Spanish | ... | ... | 2 | 2,303 | 2 | 2,303 |
| Swedish | 5 | 4,037 | 33 | 21,118 | 38 | 25,155 |
| United States | 1 | 598 | ... | ... | 1 | 598 |
| Total | 77 | 33,262 | 1,933 | 726,612 | 2,010 | 764,874 |
| Coasting | 44 | 2,348 | 52 | 19,513 | 96 | 21,861 |
| Grand Total | 121 | 40,610 | 1,985 | 746,125 | 2,106 | 786,735 |
| Total for the year preceding | 278 | 111,994 | 2,061 | 634,825 | 2,329 | 746,819 |

Annex B.—RETURN showing Principal Articles of Import at the Port of Calais during the Years 1898-99.

| Description of goods. | | Quantity. | | Whence Imported. |
|---|--------------|-----------|---------|------------------------|
| | | 1898. | 1899. | |
| Beer | Gallons | 38,135 | 36,021 | United Kingdom |
| Bones and hoofs, rough | Tons | 31 | 22 | " |
| Cattle | Head | 1 | 109 | Argentine Republic |
| Coals | Tons | 43,091 | 29,305 | Great Britain |
| Hides, raw or dry | Cwts. | 6 | 282 | United Kingdom |
| Ice | Tons | 2,519 | 4,326 | Norway |
| Iron, pig | " | 16,139 | 21,758 | United Kingdom |
| " sundry | " | 613 | 548 | " |
| Ironware | " | 182 | 626 | " |
| Jute | " | 4,597 | 3,606 | " |
| Machinery | " | 747 | 663 | " |
| Milk, condensed | " | 841 | 859 | Switzerland |
| Ores, iron | " | 24,480 | 5,461 | Spain |
| Petroleum, raw | " | 17,138 | 16,760 | United States |
| " refined | " | 1,269 | 1,107 | United Kingdom |
| " residues, and heavy oils | " | 699 | 383 | " |
| Port, salt | " | 73 | 9 | " |
| Rags | " | 139 | 635 | Norway, Russia |
| Sheep | Head | 8,794 | 17,661 | Argentine Republic |
| Silk, spun | Tons | 16 | 16 | United Kingdom |
| " raw | " | 10 | 54 | Italy |
| Steel, bar, plate, and wire | " | 36 | 28 | United Kingdom |
| Tea | Cwts. | 91 | 82 | " |
| Timber | Tons | 162,708 | 138,870 | Sweden, Norway, Russia |
| Tissues, cotton, tulle, and lace | Cwts. | 91 | 106 | United Kingdom |
| Tissues, other | Tons | 207 | 146 | " |
| " wool, carpets, &c. | " | 170 | 117 | " |
| Vegetables, fibrous | " | 314 | 202 | " |
| Wheat | " | 6,281 | 993 | Argentine Republic |
| Wood, exotic | " | 625 | 332 | United Kingdom |
| Wood-pulp | " | 8,866 | 8,514 | Sweden and Norway |
| Woodware | " | 42 | 36 | United Kingdom |
| Wool | " | 16,211 | 14,088 | " |
| Yarns, cotton | " | 133 | 161 | " |
| " " | 1,000 metres | 67,369 | 35,778 | " |
| Yeast | Tons | 132 | 66 | " |

Annex C.—RETURN showing Principal Articles of Export at
the Port of Calais during the Years 1898–99.

| Description of Goods. | | Quantity. | | Destination. |
|----------------------------------|---------|-----------|---------|-----------------------------------|
| | | 1898. | 1899. | |
| Basket-work | Tons | 300 | 299 | United Kingdom |
| Biscuits, sweet | " | 15 | 11 | Switzerland and Belgium |
| Cables, submarine | " | 1,848 | 2,429 | United States and Venezuela |
| Champagne | Gallons | 682,618 | 670,238 | United Kingdom |
| Chemical products | Tons | 670 | 686 | " |
| Clocks | Value £ | 61,582 | 21,770 | " |
| Coals and patent fuel | Tons | 22,256 | 28,613 | " |
| Eggs | " | 569 | 696 | " |
| Flowers, natural | " | 320 | 159 | " |
| Fruits | " | 500 | 939 | " |
| " candied | " | 86 | 100 | " |
| Furniture and woodware | " | 123 | 87 | " |
| Glass bottles, &c. | " | 5,862 | 5,243 | " |
| Glucose | " | 97 | 212 | " |
| Grain and flour | " | 1,186 | 1,244 | " |
| Haberdashery, toys, &c. | " | 7 | 26 | " |
| Hay, straw, and fodder | " | 17,845 | 17,639 | United Kingdom and Canary Islands |
| Hides, dressed | " | 165 | 40 | United Kingdom |
| Meat | " | 726 | 856 | " |
| Metal goods, iron | " | 12,508 | 12,094 | Germany and Belgium |
| " copper, &c. | " | 113 | 527 | United Kingdom |
| Milk, condensed | " | 841 | 859 | " |
| Mineral waters | " | 51 | 166 | " |
| Ochres | " | 217 | 49 | " |
| Phosphates, natural | " | 1,344 | 767 | " |
| Potash and carbonate | " | 446 | 334 | " |
| Poultry | " | 82 | 53 | " |
| Rags | " | 61 | 48 | " |
| Silk, in cocoon or spun | " | 15 | 16 | " |
| Sugar, native, raw | " | 44,202 | 25,146 | United Kingdom, France, &c. |
| " refined | " | 185 | 579 | United Kingdom |
| Tissues, lace, tulle, &c. | " | 6,826 | 6,920 | " |
| " flax or hemp | " | 9 | 11 | " |
| Vegetables, fresh | " | 887 | 560 | " |
| " dried | " | 45 | 3 | " |
| Wire, iron, and steel | " | 409 | 67 | United Kingdom, United States |
| Wines and liqueurs | Gallons | 30,968 | 22,316 | United Kingdom |
| Wool, raw | Tons | 131 | 247 | " |
| " yarn | " | 2,010 | 2,735 | " |
| Yeast | " | 139 | 61 | " |

Annex D.—RECEIPTS from Customs and other Dues.

| Nature of Dues. | Value. | | Increase. | Decrease. |
|---|---------|---------|-----------|-----------|
| | 1898. | 1899. | | |
| | £ | £ | £ | £ |
| Import dues | 150,919 | 123,830 | .. | 22,089 |
| Stamp dues (on documents, tickets, advertisements, &c.) .. | 5,906 | 4,598 | .. | 1,308 |
| Quay dues | 5,584 | 4,654 | .. | 880 |
| Sundry other dues | 587 | 503 | .. | 84 |
| Accessory receipts | 616 | 590 | .. | 26 |
| Fines and confiscations | 508 | 489 | .. | 19 |
| Stamping and sealing | 348 | 304 | .. | 44 |
| Salt tax | 7,868 | 8,866 | 1,498 | .. |
| Sanitary dues | 920 | 795 | .. | 125 |
| Deductions or percentages for profit of civil pensions .. | 657 | 711 | 54 | .. |
| Total of public revenues .. | 173,363 | 150,340 | 1,552 | 24,575 |
| Tolls levied for the Chamber of Commerce | 22,363 | 20,385 | .. | 1,978 |

BOULOGNE.

Mr. Vice-Consul Farmer reports as follows:—

| | |
|---|--|
| Boulogne, the premier fishing port. | Boulogne-sur-mer occupies the first rank among French fishing ports; it has held this position since 1865, and the value of the catch here now averages about double that of Fécamp, which ranks next. |
| British caught sea-fish. | Local fishermen have long clamoured for protection against British caught sea fish; the 1892 tariff, which quadrupled the duty to 20 fr. per 100 kilos. (8 <i>l.</i> a ton), has been effective in killing competition. Importation, chiefly for the Paris market, which had averaged 1,500 tons annually, has been reduced this year to 179 tons. |
| Carriage of fish. | British fishermen are about to receive another blow to their export trade. The English Carrying Company has given notice that, after May next, no more fish will be brought by passenger boats. It has been carried thus for the last 40 years or so. Leaving London in the morning, it is on sale in the Paris markets next morning. Under the new regulations it could only be sold 24 hours later. |
| Local manufacture of boats and gear. | Ropes, nets, and sail-cloth are manufactured locally. Steel trawling steamers, built here for the last two years, have proved successful; it is probable that fewer will be purchased in the United Kingdom. |
| Merchant shipping. | This is now the third French port as regards the tonnage of merchant shipping entered and cleared; it ranks next to Marseilles and Havre. This year's considerable increase in tonnage is attributable to large steamers of the Hamburg-American line, which, since March, call for passengers on the outward voyage to New York; the Dutch-American steamers have called since 1889. |
| German steamers for New York. Dutch-American boats. British shipping. | The aggregate tonnage of British shipping is a trifle below that of 1898, though well in excess of any previous year. This represents home trade, passenger traffic, and direct import of jute from India. Indirect carrying trade has very much decreased; little of the Scandinavian wood and none of the Spanish iron-ore have been imported by British ships, nor have they carried any of the export cement, except for home. |
| Passenger traffic increasing. | Passenger traffic has increased steadily for several years past. The aggregate of 1899 is 22 per cent. in excess of last year; the excess in the South-Eastern Railway total, between Boulogne and Folkestone, is 29 per cent. |
| Dock accommodation. | The number of steamers which cannot berth in the dock, having to leave at all hours of the tide, and the increase in number and size of fishing-steamers, render the want of quay space in the inner harbour very inconvenient. Plans for extension have been ready since 1896, but still await Government sanction. |
| Bathing beach. | The threatened injury to the bathing-sands, caused by currents deviated by harbour improvements, is being counteracted by groins in masonry and wood; the effect as yet is not very perceptible. |
| Duty on American lard. | A customs decision as to imposition of duty, which pressed |

heavily upon Liverpool refiners of American lard, was mentioned in my last report. Local importers brought a test action, and the Civil Tribunal has given judgment against the customs; but, as the matter will go before the Court of Cassation, a definite settlement will not be obtained for some time.

A case was reported in a Calais paper of a merchant in the interior introducing American bacon, and selling it as French through Boulogne, where he had it smoked and duly certified and stamped as of French origin, realising a much higher price. A heavy penalty is reported to have been imposed. Naturalised American bacon.

The high customs duty imposed upon horses in 1898 has diminished importation; 3,919 were landed, a decrease of 23 per cent. as compared with last year. Importation of horses.

Beet sugar from the Somme and Pas-de-Calais is bonded here, and forms an increasing export. Beet-sugar.

Export of cement has rather decreased in the aggregate, but the quantity shipped to the United Kingdom increases steadily—24 per cent. in excess of 1898. It is only in recent years that local factories have been able to compete in price with British cement, as they import British coal; the steady increase of this export seems somewhat abnormal. Cement manufacture and exportation.

The Italian live pigeon traffic still flourishes. It is satisfactory to note that a London magistrate imposed a heavy fine, in an instance where the cruelty of this traffic was brought to his notice. There would seem to be no good reason why the birds should not be killed in Italy. Live pigeons from Italy.

Electric tramways are succeeding well; the line is being prolonged to the little sea-bathing town of Wimereux, and extensions in other directions are projected. Electric tram-lines.

The narrow-gauge Portel-Bonningues Railway has been inaugurated. Narrow gauge railway.

A very cordial reception was given in September to members of the British Association for the Advancement of Science, returning the visit paid to them at Dover by the French Association, which held its annual meeting here. Visit of the British Association.

I hear of an abnormal deviation from the usual course of trade, in the fact that a London firm has given orders for the building, in a Boulogne yard, of a 1,000 ton steamer. The largest steamer hitherto built here was about 250 tons. A steamer of 450 tons, for Calais, has been ordered from the same yard. Steamer building at Boulogne for England.

An experimental shipment of 30 tons of roofing-tiles from Boulogne for the Bristol Channel was reported in May. Roofing tiles

Local agriculture offers little that can be of interest to British commerce. Farmers have mostly small holdings, and are unable to afford expensive machinery, but are beginning to appreciate the benefits of co-operation, and the agricultural syndicates of Boulogne, Desvres, Marquise, Guines, and Calais, work satisfactorily in such matters as purchase and re-sale of chemical manures, seed-corn, breeding stock, and machinery, also loans to members at low interest, &c. Local farming. Small holdings. Benefits of syndicates.

| | |
|--|---|
| Draught horses. | The district, more especially in the lower Boulonnais, is noted for its breed of draught-horses, and there is an average annual sale of more than 3,000 yearlings to buyers from the Somme district and Normandy, where more extensive pasturage is available for bringing them to maturity. Their great speed and good action are somewhat remarkable in such heavy animals. |
| System of prize giving. | A stud-book was instituted some years ago, and efforts are being made to ameliorate breeding. To encourage keeping the best young stallions in the district, the leading agricultural society has tried the system of awarding prizes only to be paid over on the animal being presented by the same owner the following year. |
| Sheep-breeding. | Cattle, pigs, and sheep call for little remark; the latter have, however, been improved by crossings with Suffolks, Southdowns, and Dishleys. Government stud flocks at Montcavrel were broken up some years ago. In these great attention was paid to breeding, and introduction of fresh blood from the United Kingdom was fairly frequent. Annual sales of young stock were well attended. |
| Poultry and eggs. | Most farms are well stocked with poultry, and fair business is done in exportation of eggs to England. |
| Potatoes. | Potatoes form a steady export, but no very large quantities are from the immediate neighbourhood. |
| Allotment ground for working classes. | Within the last two years the town of Boulogne has rented several large fields in the outskirts, which are sublet to the working population in allotments. They appear to be appreciated, and are carefully cultivated, town refuse being much used as manure. |
| Hay, fodder, cereals. | Hay and fodder were poor in 1899, owing to long drought, but the crop of cereals was a good average. |
| Wheat sowings. | Autumn-sown wheat looks well, but this cold spring has greatly retarded general vegetation. |
| Cattle diseases. | Tuberculosis is somewhat prevalent among cattle, and there has been a very general epidemic of foot-and-mouth disease in a mild form. The Ministry of Agriculture issued well-illustrated posters descriptive of the symptoms, precautions, and treatment. |
| Statistics of cultivation and stock. | According to the latest available statistics, out of a total area of 232,676 acres, 37,807 acres were under wheat, 27,750 acres under oats, 5,658 acres other cereals, and 34,101 acres in pasture and fodder. Stock amounted to 10,000 horses, 20,567 cattle, 27,932 sheep, and 15,240 pigs. |

**Annex A.—RETURN of all Shipping at the Port of Boulogne
during the Year 1899.**

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|----------------------------------|--------------------|--------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | 25 | 10,232 | 1,951 | 537,951 | 1,976 | 549,083 |
| Dutch ... | ... | ... | 84 | 331,916 | 84 | 331,916 |
| German ... | ... | ... | 30 | 262,244 | 39 | 262,244 |
| Norwegian ... | 43 | 14,091 | 9 | 4,480 | 52 | 13,571 |
| French ... | 28 | 2,104 | 28 | 12,157 | 57 | 14,261 |
| Spanish ... | ... | ... | 7 | 7,579 | 7 | 7,579 |
| Swedish ... | 1 | 252 | 10 | 5,869 | 11 | 6,121 |
| Danish ... | 14 | 2,021 | 1 | 900 | 15 | 2,921 |
| Belgian ... | ... | ... | 2 | 1,894 | 2 | 1,894 |
| Russian ... | 2 | 784 | 2 | 984 | 4 | 1,768 |
| Total ... | 114 | 29,484 | 2,133 | 1,165,874 | 2,247 | 1,195,358 |
| French coasting | 372 | 18,791 | 327 | 81,211 | 699 | 100,002 |
| Grand total ... | 486 | 48,275 | 2,460 | 1,247,085 | 2,946 | 1,295,360 |
| Total for the year preceding ... | 501 | 43,489 | 2,396 | 943,535 | 2,897 | 987,024 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|----------------------------------|--------------------|--------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | 28 | 10,470 | 1,955 | 539,733 | 1,983 | 549,203 |
| Dutch ... | ... | ... | 84 | 331,916 | 84 | 331,916 |
| German ... | ... | ... | 40 | 263,039 | 40 | 263,039 |
| Norwegian ... | 42 | 13,849 | 9 | 4,480 | 51 | 18,329 |
| French ... | 12 | 802 | 30 | 14,139 | 42 | 14,941 |
| Spanish ... | ... | ... | 5 | 7,040 | 5 | 7,040 |
| Swedish ... | 1 | 252 | 9 | 5,897 | 10 | 6,149 |
| Danish ... | 14 | 2,021 | 1 | 900 | 15 | 2,921 |
| Belgian ... | ... | ... | 2 | 1,894 | 2 | 1,894 |
| Russian ... | 2 | 784 | 2 | 984 | 4 | 1,768 |
| Total ... | 99 | 28,178 | 2,137 | 1,168,822 | 2,236 | 1,197,000 |
| French coasting | 406 | 20,500 | 320 | 75,770 | 726 | 96,270 |
| Grand total ... | 504 | 48,678 | 2,457 | 1,244,592 | 2,961 | 1,293,270 |
| Total for the year preceding ... | 498 | 43,294 | 2,403 | 944,886 | 2,901 | 988,180 |

Annex B.—RETURN showing Principal Articles of Import at the Port of Boulogne-sur-Mer during the Years 1898–99.

| Description of Goods. | | Quantity. | |
|---------------------------------------|--------------|-----------|---------|
| | | 1898. | 1899. |
| Sea fish | Tons | 282 | 179 |
| Salt pork | " | 887 | 1,554 |
| Game | " | .. | 58 |
| Lard and animal fats | " | .. | 217 |
| Mother-of-pearl shells | " | 1,175 | 1,497 |
| Horns and bones | " | .. | 1,014 |
| Coal | " | 143,045 | 147,781 |
| Iron-ore | " | .. | 15,950 |
| Steel, in bars | " | 713 | 565 |
| " in plates | " | 340 | 304 |
| Machines and machinery | " | 3,917 | 3,595 |
| Yarns— | | | |
| Flax or hemp | " | 115 | 116 |
| Cotton | " | 147 | 290 |
| Wool | " | 319 | 407 |
| Goats'-hair | " | 438 | 424 |
| Tissues— | | | |
| Linen or hemp | " | .. | 692 |
| Cotton | " | 1,582 | 777 |
| Woollen | " | 1,283 | 1,369 |
| " carpets | " | 176 | 128 |
| Skins and hides | " | .. | 654 |
| Wood for building | " | 23,426 | 24,745 |
| Jute | " | 12,859 | 15,357 |
| China clay | " | .. | 664 |
| Waste-paper, &c. | " | .. | 3,554 |
| Ice | " | 9,095 | 14,095 |
| Chemicals | " | .. | 525 |
| Indiarubber, rough and worked | " | .. | 234 |
| Wool | " | 8,174 | 7,038 |
| Silk | " | 94 | 26 |
| Horses | Head | 5,078 | 3,919 |

Annex C.—RETURN showing Principal Articles of Export at the Port of Boulogne-sur-Mer during the Years 1898-99.

| Description of Goods. | | | | Quantity. | |
|------------------------------------|---------------|--|--|-----------|---------|
| | | | | 1898. | 1899. |
| Live pigeons | Tons | | | 462 | 420 |
| Eggs | " | | | 1,079 | 822 |
| Chestnuts | " | | | 761 | 571 |
| Potatoes | " | | | 17,666 | 16,920 |
| Fresh fruit | " | | | 26,022 | 16,695 |
| Dried fruit | " | | | 230 | 244 |
| Condensed milk | " | | | 1,600 | 1,969 |
| Sugar | " | | | 10,657 | 11,980 |
| Fresh vegetables | " | | | 13,349 | 12,181 |
| Hay and straw | " | | | 16,289 | 12,107 |
| Rags | " | | | 2,743 | 3,060 |
| Cement | " | | | 44,615 | 35,203 |
| Yeast | " | | | 722 | 682 |
| Wines | Gallons | | | 1,216,806 | 820,040 |
| Glue | Tons | | | | 827 |
| Porcelain | " | | | 818 | 257 |
| Glass goods | " | | | 3,084 | 3,436 |
| Bottles | " | | | 1,143 | 901 |
| Woollen yarn | " | | | 381 | 601 |
| Cotton tissues | " | | | 1,086 | 943 |
| Woollen tissues.. .. | " | | | 4,394 | 4,816 |
| Silk tissues | " | | | 958 | 729 |
| Prepared skins | " | | | 23 | 2,544 |
| Paper | " | | | | 1,293 |
| Corks | " | | | | 693 |
| Haberdashery, fancy articles | " | | | 1,860 | 1,809 |

Annex D.—FISHERIES, Boulogne and Etaples, 1899.

| Boats. | Tons. | Men. |
|--------|--------|-------|
| 400 | 15,700 | 5,350 |

DOGGER Bank Cod.

| Boats. | Tons. |
|--------|-------|
| 10 | 800 |

RESULTS of Fisheries.

| | Quantity. | Value. |
|------------------------------|------------|---------|
| | Kilos. | £ |
| In boats— | | |
| Cod | 335,000 | 10,000 |
| Herrings, salted on board .. | 15,500,000 | 152,000 |
| " fresh | 5,700,000 | 80,000 |
| Mackerel, salted on board .. | 2,200,000 | 30,400 |
| " fresh | 500,000 | 8,000 |
| Other fish, fresh | 11,000,000 | 220,000 |
| Crustaceæ | 50,000 | 1,400 |
| Shrimps | 45,000 | 1,800 |
| Along shore— | | |
| Fish and shell-fish | .. | 2,000 |
| Total | .. | 505,600 |

Annex E.—PASSENGER Traffic at the Port of Boulogne-sur-Mer during the Year 1899.

| Month. | South Eastern. | | Dutch-American. | | Hamburg-American. | | Other Companies. | | "La Marguerite." | | Total. | |
|------------|----------------|---------|-----------------|---------|-------------------|---------|------------------|---------|------------------|---------|---------|---------|
| | In— | Out— | In— | Out— | In— | Out— | In— | Out— | In— | Out— | In— | Out— |
| | Number. | Number. | Number. | Number. | Number. | Number. | Number. | Number. | Number. | Number. | Number. | Number. |
| January.. | 3,488 | 3,001 | 18 | 196 | .. | .. | 26 | 30 | .. | .. | 3,532 | 3,227 |
| February | 3,984 | 3,913 | 15 | 224 | .. | .. | 29 | 30 | .. | .. | 4,028 | 3,157 |
| March .. | 5,795 | 4,532 | 1 | 457 | .. | 37 | 88 | 24 | .. | .. | 5,884 | 5,050 |
| April .. | 5,676 | 9,533 | 136 | 759 | .. | 502 | 70 | 50 | .. | .. | 5,882 | 10,374 |
| May .. | 6,667 | 8,531 | 417 | 308 | 11 | 932 | 278 | 233 | .. | .. | 7,373 | 10,054 |
| June .. | 5,931 | 7,212 | 253 | 297 | 15 | 312 | 927 | 929 | 795 | 675 | 7,921 | 9,425 |
| July .. | 9,936 | 10,325 | 313 | 293 | 11 | 250 | 3,290 | 3,255 | 4,233 | 4,297 | 17,783 | 18,425 |
| August .. | 17,202 | 17,522 | 215 | 532 | 9 | 435 | 6,822 | 6,812 | 9,738 | 10,549 | 34,036 | 35,340 |
| September | 9,465 | 12,663 | 96 | 488 | 17 | 586 | 2,382 | 2,491 | 4,739 | 5,399 | 16,735 | 21,627 |
| October .. | 5,344 | 6,004 | 150 | 318 | 8 | 580 | 29 | 64 | .. | .. | 5,531 | 5,966 |
| November | 3,555 | 3,917 | 111 | 311 | 4 | 253 | 49 | 18 | .. | .. | 3,719 | 3,501 |
| December | 3,547 | 2,614 | .. | 134 | 3 | 107 | 43 | 28 | .. | .. | 3,593 | 2,883 |
| Total .. | 80,590 | 86,847 | 1,725 | 4,312 | 78 | 3,996 | 13,989 | 13,954 | 19,535 | 20,920 | 115,967 | 130,029 |

BOULOGNE.

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DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE OF THE CONSULAR DISTRICT OF BREST.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2236.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1900.

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Report on the Trade of the Consular District of Brest for the Year 1899

By CAPTAIN H. F. GYE, R.N., H.M. CONSUL

(Received at Foreign Office, April 7, 1900.)

I regret to report that, according to the French official statistics, British there has been a small decrease in the British shipping trade in the port of Brest during 1899 as compared with the previous year, although the number of steamers showed an increase.

In 1899, 81 steamers and 16 sailing vessels, carrying 35,334 tons of cargo, entered the port, against 76 steamers and 28 sailing vessels with 36,205 tons of cargo in 1898.

The total exports from Brest amounted in value to 14,080*l.*—Exports, a decrease of 1,920*l.*—on the total exports in 1898, viz., 16,000*l.* Brest.

Of the 14,080*l.* exported in 1899, 14,000*l.* went to Great Britain and 80*l.* to Belgium, the principal articles being pyrites, fruit, and vegetables.

The total imports at Brest in 1899 amounted to a value of Imports, 283,400*l.*, against 343,040*l.* in 1898, a diminution of 59,640*l.* Brest.

190 ships of all nationalities entered Brest during 1899 with General 66,451 tons of cargo. Of these 67 were sailing vessels, against shipping, 96 the previous year, the number of steamers being the same. Brest. One sailing vessel (Norwegian) left Brest with 830 tons of cargo, but 16,315 tons left in 88 small steamers, principally fruit and vegetables.

At the port of Lorient there has been a large increase in the Lorient shipping trade, the figures being as follows:—107 ships with shipping. 16,978 tons of cargo entered the port in 1899, against 66 ships with 10,707 tons of cargo in 1898. The difference is principally in machinery, and in the larger import of coal for the factories at Hennebon, whereas at Brest and other ports in this district there has been a decrease, probably on account of the augmentation in price.

The exports at Lorient represented a value of 56,260*l.* against Exports, 4,522*l.* in 1898, being principally for pit-props from the forests in Lorient. Morbihan.

The imports at Lorient amounted to a value of 325,300*l.*, against Imports, 84,352*l.* in 1898, principally for coal as explained above, and Lorient. machinery.

St. Brienc.
(Le Légué).

At St. Brienc there has been a decrease in the shipping trade; 231 vessels with 26,474 tons of cargo having entered that port in 1899, against 244 vessels with 32,544 tons the previous year, and similarly with clearances from that port. The value of imports was 77,720*l.* in 1899, and 82,830*l.* in 1898. The exports were 58,544*l.* in 1899, and 100,920*l.* in 1898.

Tabular returns of the shipping for the ports of Brest, Morlaix, Légué (St. Brienc), and Lorient are given at the end of this report.

Harbour Works, Lights, Lighthouses, and Beacons.

Finistère.

Harbour
works.

Douarnenez.—The work of clearing the bottom of the harbour of rocks has been completed.

Audierne.—The rocks alongside the Mole have been cleared away, and damage to the tow-path by the gale in February, 1899, has been repaired.

St. Guénole.—The widening of the south-west passage is proceeding.

Port l'Abbé.—The tow-path has been lengthened.

Ile Tudy.—The work of heightening the quays in the large basin is finished.

Port Aveu.—The quay has been lengthened.

The project for a new dry dock for the mercantile marine at Brest has been renewed, and has received the approval and support of the Minister of Marine as well as that of the local authorities.

Portsall.—The lengthening and widening of the Mole at Beg-ar-Lann at Portsall, commenced in 1898, are completed.

Ile de Sein.—The works at Le Rohic Mole are also finished.

Lights and
lighthouses.

Menhir (approach to Penmarch Point).—The permanent light commenced working on December 1, 1899. The light is white, except a red sector of 118° between S. 45° E. and N. 45° W., passing by the west. It is very powerful, and visible 50° from 4½ to 7½ miles, and in misty weather 90° from 2½ to 4 miles. It is 53½ feet above high-water level.

Ile Vierge.—The works on the new lighthouses on Ile Vierge have advanced considerably, and the tower is now about 169 feet above high-water mark.

Four Channel.—The changes in the lighting of the Four Channel, of which notice was given in Hydrographic Notice, No. 162, of July 17, 1899, are completed.

Beacons and
buoys.

Portsall Rocks.—The tower of Coru Carhai, destined for a permanent light, was heightened during 1899.

Parquette.—This tower has also been heightened in view of the establishment of a permanent light.

Four Channel.—The Locquéjou buoy has been moved to seaward of and 23 feet from the eastern ledge of the Basses Penzers.

The buoy on the ledge of the Four Channel has been moved to 19 feet S.E. of Fourmi Rock.

The buoy temporarily moored 14 feet S.W. of Lochrist Rock has been moved to 20 feet seaward of Tournant Rock.

A luminous buoy has been moored as an experiment 21 feet N.E. of the rock situated on the west of La Grande Vinotière.

Côtes du Nord.

Le Guido.—The quay on the left bank has been lengthened 130 feet. Harbour works.

St. Jacut.—The slip of Houle Causseul has been raised 3 feet 3 inches and lengthened 65 feet.

Paimpol.—The enlargement of the basin is being carried out, but work already done only affects the foundations, and has not so far increased the facilities of the port.

Port Eveu.—A landing slip 709 feet long for the use of the lifeboat and fishermen has been constructed.

Lézardrieux.—A new quay 97 feet in length has been constructed to the right of the existing slip, and the port has been dredged to a depth of 19 feet 6 inches.

Pontrieux.—The lock in the River Trieux, which will transform the port into a slip basin, has been commenced.

Tréguier.—A new quay 351 feet long is being constructed. This will join the "Grand Quai" and the old quay. It will be about 65 feet wide.

La Roche Derrieu.—In Bourette Bay a quay 65 feet in length has been constructed; and to the right of this quay the river has been dredged to a depth of 12 feet 3 inches.

D'Erquy Lighthouse.—The permanent lighthouse of Erquy was lighted on February 20, 1899. It shows:—1st. A green light with an arc of 12° from N. 69° E. to N. 81° E. 2nd. A white light with an arc of 12° from S. 87° E. to S. 66° E. Lights and buoys.

Glividi Beacon (Paimpol Bay).—The red buoy in Porz-Eveu Channel has now been painted black and white, and indicates the point where the channel running to the west of Porz-Eveu branches off from that going to the anchorage at Paimpol.

Morbihan.

Lorient.—The south quay of the basin is being restored, and the channel at the entrance is being cleared out. Harbour works.

Port d'Orange (St. Pierre Quiberon).—The two arches of the Mole have been closed up.

Gulf of Morbihan.—A landing-place has been made at Pointe du Ruault (Sarzeau).

Lorient.—A beacon has been placed on Toulhars Point. Beacons.

Gulf of Morbihan.—A stone tower has been built on the Grand Rohu (Séné).

(539)

A 3

**Railways.
Light
railways.**

Departmental lines (Chemins de Fer Economiques).

Finistère.—The working of these lines has been satisfactory, the dividend for the year 1899 being again 5 per cent. in addition to paying off 10 per cent. of the capital.

The extension of the Ploudalnézeau and Lannilis line to l'Abervrach is completed, and the new line was opened for traffic on February 25, 1900.

The new projected line from Brest to Trez-Hir and Le Conquet has not yet been commenced.

The new Carhaix, Châteaulin and Camaret line is being constructed.

Morbihan.—The work of constructing the new lines of light railways between Plouay and Ploërmel, Locminé, and La Roche-Bérnard, and between Lorient and Plouay is proceeding.

**Main line,
"Ouest"
Railway.**

The doubling of the main line from Rennes to Brest is now complete, except on one short section, and the trains are running over the new lines which have been laid. The train service between Paris and Brest has been accelerated in consequence, and the fast trains now accomplish the journey in from 11 to 12 hours.

**Orleans
Railway,
Paris-Brest,
via Nantes,
Vannes and
Landerneau.
Paris-Brest
Atlantic
Service.**

The work of doubling this line from Vannes to Landerneau is proceeding.

The project for the fast passenger service between New York and Paris via Brest has not yet been carried out. The arrangements, which were reported to be nearly complete, for an experimental service during the Paris Exhibition of 1900, have fallen through, as it was found to be too late to organise it in time, and the project has therefore been deferred. The large number of transports employed for South Africa, probably militated very strongly against the organisation of this service, but there is a very strong local feeling in its favour, and it would appear from all reports that it will ultimately be organised at any rate on an experimental footing, if not permanently.

Telegraphs.

The telegraph cables have been so arranged as to give a direct communication between Brest and London, as well as via the existing Penzance and Bristol lines.

It is reported to be the intention of the Anglo-American Telegraph Company to abolish their station at Brest, and remove the main connections and establishment to Havre.

Flour-mill.

The large flour-mill in the commercial port of Brest is finished and in full working.

Shipwrecks.

During 1899 there were six casualties to British steamships in this Consular district. One vessel, which was stranded, was refloated, and arrived safely in England. The other five were totally lost with most of their cargoes, but fortunately without any loss of life.

Lobsters.

The lobster and langouste fisheries have been fairly good, but have suffered from the same disease as in 1898.

**Oysters.
Fisheries.**

Oysters have been plentiful.

The sardine and general fisheries have been good, but have suffered somewhat in consequence of bad weather and cold; they lasted about two months longer than usual.

The crops were good in 1899, but I have not yet been able to Agriculture obtain the statistics from the various departments.
There was a considerable export of strawberries from Plougastel Strawberries. to Plymouth in 1899, and there is now a firm making arrangements to send them in large quantities direct to Liverpool.

RETURN of all Shipping at the Port of Brest during the Year 1899.

ENTERED (WITH CARGOES).

| Nationality. | Sailing. | | Steam. | | Total. | |
|-----------------------------------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 16 | 1,074 | 81 | 34,280 | 97 | 35,354 |
| French | 43 | 2,087 | 29 | 18,854 | 72 | 20,941 |
| Swedish and Nor- wegian | 3 | 1,548 | 9 | 5,707 | 12 | 7,255 |
| Other countries ... | 5 | 781 | 4 | 2,142 | 9 | 2,923 |
| Total | 67 | 5,488 | 123 | 60,983 | 190 | 66,471 |
| „ for the year preceding ... | 96 | 11,612 | 123 | 57,990 | 219 | 69,602 |

CLEARED (WITH CARGOES).

| Nationality. | Sailing. | | Steam. | | Total. | |
|-----------------------------------|--------------------|-------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 68 | 5,055 | 68 | 5,055 |
| French | ... | ... | 20 | 11,280 | 20 | 11,280 |
| Swedish and Nor- wegian | 1 | 830 | ... | ... | 1 | 830 |
| Other countries ... | ... | ... | ... | ... | ... | ... |
| Total | 1 | 830 | 88 | 16,335 | 89 | 17,165 |
| „ for the year preceding ... | 91 | 6,968 | 135 | 60,663 | 226 | 67,631 |

RETURN of Principal Articles of Export from Brest during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|-------------------------|-----------|--------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Pyrites | 2,225 | 3,000 | 3,305 | 3,200 |
| Fruit (strawberries) .. | 1,614 | 10,000 | 1,558 | 10,000 |
| Vegetables | 145 | 1,000 | 102 | 800 |
| Other articles | 54 | 80 | 192 | 2,000 |
| Total | .. | 14,080 | .. | 16,000 |

RETURN of Principal Articles of Import at Brest during the
Years 1899-98.

| Articles. | | 1899. | | 1898. | |
|--------------------------------|-------------|-----------|---------|-----------|---------|
| | | Quantity. | Value. | Quantity. | Value. |
| Wine | Gallons ... | 1,153,950 | 80,000 | 1,034,000 | 100,000 |
| Coal | Tons ... | 69,136 | 88,000 | 62,881 | 88,000 |
| Timber | ... | 12,760 | 32,000 | 17,714 | 40,000 |
| Coffee | ... | 275 | 32,000 | 246 | 36,000 |
| Phosphates and fertilisers ... | ... | 9,152 | 24,000 | 5,364 | 17,200 |
| Tar | ... | 2,293 | 2,400 | 195 | 1,000 |
| Other articles ... | ... | 4,886 | 25,000 | ... | 60,840 |
| Total | ... | ... | 283,400 | ... | 343,040 |

TABLE showing the Value of all Articles Exported from and
Imported into Brest to and from Foreign Countries during the
Years 1899-98.

| Country. | Exports. | | Imports. | |
|----------------------|----------|--------|----------|---------|
| | 1899. | 1898. | 1899. | 1898. |
| | £ | £ | £ | £ |
| United Kingdom .. | 14,000 | 14,000 | 120,000 | 160,000 |
| Spain | .. | .. | 28,000 | 60,000 |
| Sweden and Norway .. | .. | .. | 22,000 | 24,000 |
| Belgium | 80 | 2,000 | 18,000 | 16,000 |
| Other countries .. | .. | .. | 95,400 | 83,040 |
| Total | 14,080 | 16,000 | 283,400 | 343,040 |

RETURN of all Shipping at the Port of Morlaix during the
Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 22 | 1,883 | ... | ... | 22 | 1,883 |
| French | 194* | 8,354 | 103† | 16,047 | 297 | 24,401 |
| Russian | 10 | 2,709 | ... | ... | 10 | 2,709 |
| Danish | 5 | 1,254 | 2 | 1,044 | 7 | 2,298 |
| Swedish and Norwegian ... | 1 | 108 | 2 | 737 | 3 | 845 |
| Total | 232 | 14,308 | 107 | 17,828 | 339 | 32,136 |
| „ for the year preceding ... | 292 | 16,423 | 118 | 19,679 | 410 | 35,107 |

* Of these 194 vessels, 49 came from foreign countries, and 145 coastwise.

† All coastwise.

MORLAIX.

9

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 22 | 1,843 | ... | ... | 22 | 1,843 |
| French | 189* | 7,840 | 101† | 15,778 | 290 | 23,618 |
| Russian | 10 | 2,709 | ... | ... | 10 | 2,709 |
| Danish | 4 | 732 | 3 | 1,566 | 7 | 2,298 |
| Swedish and Norwegian | 1 | 108 | 2 | 737 | 3 | 845 |
| Total | 228 | 13,272 | 106 | 18,081 | 332 | 31,353 |
| „ for the year preceding ... | 295 | 15,427 | 115 | 19,116 | 410 | 34,543 |

* 32 cleared for foreign countries, and 157 coastwise.

† All coastwise.

RETURN of Principal Articles of Export from Morlaix during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|------------------------|-----------|-------|-----------|--------|
| | Quantity. | Value | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Hay and straw | 67 | 1,600 | .. | .. |
| Pit-props | 90 | 60 | 475 | 360 |
| Fresh vegetables | 6,036 | 2,412 | 143 | 286 |
| Barley | 210 | 1,000 | 347 | 2,082 |
| Potatoes | 2,855 | 4,000 | .. | .. |
| Total | .. | 9,072 | .. | 2,728 |

RETURN of Principal Articles of Import at Morlaix during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|----------------------|-----------|--------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Coal | 12,816 | 16,800 | 11,725 | 19,160 |
| Timber | 8,382 | 36,000 | 11,040 | 22,674 |
| Phosphates | 2,764 | 5,500 | 3,020 | 18,120 |
| Coffee | .. | .. | 110 | 16,699 |
| Other articles | 466 | 2,560 | 1,122 | 12,043 |
| Total | .. | 60,860 | .. | 88,696 |

TABLE showing Value of all Articles Exported from and Imported at Morlaix to and from all Foreign Countries during the Years 1899-98.

| Country. | Exports. | | Imports. | |
|----------------------|----------|-------|----------|--------|
| | 1899. | 1898. | 1899. | 1898. |
| | £ | £ | £ | £ |
| United Kingdom .. | 9,072 | 2,728 | 22,040 | 36,031 |
| Sweden and Norway .. | .. | .. | 24,000 | 12,192 |
| Russia | .. | .. | 12,500 | 10,688 |
| Brazil | .. | .. | .. | 6,858 |
| Other countries .. | .. | .. | 2,820 | 22,927 |
| Total | 9,072 | 2,728 | 60,860 | 88,696 |

RETURN of all Shipping at the Port of Ligué (St. Brieuc) during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 57 | 2,258 | 125 | 16,087 | 182 | 18,295 |
| French | 23 | 1,339 | 2 | 197 | 24 | 1,536 |
| Russian | 8 | 2,169 | ... | ... | 8 | 2,169 |
| Swedish and Norwegian | ... | ... | 4 | 989 | 4 | 989 |
| Danish | 5 | 985 | ... | ... | 5 | 985 |
| Other countries ... | ... | ... | 8 | 2,510 | 8 | 2,510 |
| Total | 92 | 6,741 | 139 | 19,783 | 231 | 26,474 |
| „ for the year preceding ... | 127 | 13,319 | 117 | 19,225 | 244 | 32,544 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 37 | 2,261 | 126 | 16,203 | 163 | 18,464 |
| French | 30 | 2,070 | 1 | 82 | 31 | 2,152 |
| Russian | 7 | 1,644 | ... | ... | 7 | 1,644 |
| Swedish and Norwegian | ... | ... | 4 | 989 | 4 | 989 |
| Danish | 8 | 1,412 | ... | ... | 8 | 1,412 |
| Other countries ... | ... | ... | 8 | 2,510 | 8 | 2,510 |
| Total | 82 | 7,387 | 139 | 19,784 | 221 | 27,171 |
| „ for the year preceding ... | 165 | 14,734 | 115 | 18,850 | 280 | 33,584 |

RETURN of Principal Articles of Export from Le Légué (St. Brieuc)
during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|--------------------------|-----------|--------|-----------|---------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Eggs | 262 | 12,800 | 264 | 13,000 |
| Buckwheat | 1,339 | 10,720 | 712 | 10,400 |
| Potatoes | 6,145 | 12,300 | 8,411 | 16,822 |
| Fresh vegetables .. | 1,075 | 3,600 | 974 | 3,400 |
| Wines and spirits .. | 198 | 4,040 | 130 | 3,440 |
| Poles, props, stanchions | 404 | 1,880 | 970 | 5,660 |
| Other articles | 2,326 | 13,204 | 3,726 | 43,198 |
| Total | .. | 58,544 | .. | 100,920 |

RETURN of Principal Articles of Import at Le Légué (St. Brieuc)
during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|----------------------|-----------|--------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Timber | 3,973 | 16,000 | 10,774 | 7,600 |
| Coal | 36,395 | 36,000 | 33,000 | 45,600 |
| Fertilisers | 3,193 | 1,800 | 1,684 | 2,800 |
| Coffee | 144 | 17,472 | 92 | 12,000 |
| Other articles | 1,119 | 6,448 | 1,996 | 14,830 |
| Total | .. | 77,720 | .. | 82,830 |

RETURN showing Total Value of all Articles Exported from and
Imported at Le Légué (St. Brieuc) to and from all Foreign
Countries during the Years 1899-98.

| Country. | Exports. | | Imports. | |
|--------------------|----------|---------|----------|--------|
| | 1899. | 1898. | 1899. | 1898. |
| | £ | £ | £ | £ |
| United Kingdom .. | 54,664 | 95,780 | 40,676 | 47,742 |
| Holland | .. | .. | 1,920 | 120 |
| Portugal | 2,440 | 2,800 | 476 | 360 |
| Spain | .. | 200 | 436 | 720 |
| Iceland | 1,440 | 2,140 | .. | .. |
| Other countries .. | .. | .. | 34,212 | 33,888 |
| Total | 58,544 | 100,920 | 77,720 | 82,830 |

RETURN of all Shipping at the Port of Lorient during the
Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|-------|--------------------|-------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 1 | 189 | 9 | 2,252 | 10 | 2,421 |
| French | 53 | 5,186 | 19 | 4,064 | 72 | 9,250 |
| Swedish and Norwegian | 9 | 1,537 | 2 | 694 | 11 | 2,131 |
| Danish | 10 | 2,064 | ... | ... | 10 | 2,064 |
| Other countries ... | 3 | 661 | 1 | 511 | 4 | 1,162 |
| Total | 76 | 9,657 | 31 | 7,421 | 107 | 16,978 |
| „ for the year preceding ... | 43 | 5,347 | 23 | 5,360 | 66 | 10,707 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|-------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 1 | 333 | 6 | 1,598 | 7 | 1,921 |
| French | 54 | 7,634 | 18 | 3,665 | 72 | 11,299 |
| Swedish and Norwegian | 11 | 1,467 | ... | ... | 11 | 1,467 |
| Danish | 8 | 1,642 | ... | ... | 8 | 1,642 |
| Other countries ... | 1 | 262 | ... | ... | 1 | 262 |
| Total | 75 | 11,338 | 24 | 5,263 | 99 | 16,601 |
| „ for the year preceding ... | 75 | 8,450 | 27 | 7,498 | 102 | 15,948 |

RETURN of Principal Articles of Export from Lorient during
the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|--------------------------------|-----------|--------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Pit-props and other wood | 56,360 | 13,526 | 9,983 | 4,492 |
| Other articles | 697 | 42,734 | 32 | 30 |
| Total | .. | 56,260 | .. | 4,522 |

RETURN of Principal Articles of Import at Lorient during the
Years 1899-98.

| Articles. | 1899. | | 1898. | |
|----------------------|-----------|---------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Coal | 105,123 | 104,080 | 13,156 | 11,737 |
| Timber | 6,860 | 20,032 | 3,966 | 31,728 |
| Cod-roses | 1,068 | 19,980 | 1,042 | 20,840 |
| Olive oil | 893 | 31,440 | 176 | 4,794 |
| Other articles | 11,210 | 149,768 | 7,028 | 16,253 |
| Total | .. | 325,300 | .. | 84,352 |

TABLE showing Total Value of all Articles Exported from and
Imported at Lorient to and from all Foreign Countries during
the Years 1899-98.

| Country. | Exports. | | Imports. | |
|----------------------|----------|-------|----------|--------|
| | 1899. | 1898. | 1899. | 1898. |
| | £ | £ | £ | £ |
| United Kingdom .. | 13,526 | 4,522 | 104,080 | 11,737 |
| Sweden and Norway .. | .. | .. | 20,032 | 43,432 |
| Russia | .. | .. | 19,980 | 11,136 |
| Other countries .. | 42,734 | .. | 181,208 | 18,047 |
| Total | 56,260 | 4,522 | 325,300 | 84,352 |

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No. 2415 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF BORDEAUX AND
DISTRICT.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2250.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1900.

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TABLE of Weights and Measures used in this Report.

| | | |
|-------------------------|---|------------------------------|
| 1 litre | = | 0·22 of a gallon |
| 1 hectolitre | | 22 gallons, or 2·751 bushels |
| 1 gramme | | 0·032 oz. troy |
| 1 kilogram | | 2·2 lbs. avoird. |
| 1 quintal | | 2 cwts. |
| 1,000 kilograms | | 1 metric ton |
| 1 hectare | | 2·471 acres |
| 1 metre | | 3·28 feet |
| 1 kilometre | | 0·621 of a mile |
| 25 francs | | 1l. |

No. 2415.

Annual Series.

Reference to previous Report, Annual Series No. 2250.

Report on the Trade and Commerce of Bordeaux and District for the Year 1899

By MR. CONSUL HEARN.

(Received at Foreign Office, April 15, 1900.)

By way of introduction to my annual report, it has been my custom for the past three years to take advantage of the annual returns of French trade, which are published by the French customs authorities long after the Consular reports are sent in, to show the position held by Bordeaux with regard to other French ports in respect to trade in the year previous to that of which the report actually treats, and at the same time to point out the position of Great Britain in her trade with France in connection with her principal rivals.

Introduction.
Some late statistics for 1898.

The year 1898 appears to have been unsatisfactory for France, and particularly for Bordeaux, as the exports from the five principal ports fell off very considerably in both quantity and value, while the imports increased abnormally. This will be apparent from the following table:—

| Port. | Exports. | | Imports. | | Total. | |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|
| | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ | Tons. | £ |
| Marseilles ... | 17,480 | 2,880,000 | 348,100 | 786,000 | 365,580 | 2,144,000 |
| Havre ... | 7,786 | 1,664,000 | 240,700 | 2,192,000 | 248,486 | 528,000 |
| Paris ... | 15,354 | 332,000 | 8,989 | 436,000 | 24,343 | 104,000 |
| Bordeaux ... | 94,571 | 624,000 | 217,746 | 3,348,000 | 312,317 | 2,724,000 |
| Dunkirk ... | 13,345 | 180,000 | 241,879 | 2,804,000 | 255,224 | 2,124,000 |

Bordeaux held in 1898, as regards imports in bulk the sixth place, and as regards value the fourth place; for exports in bulk the second place, and in value the fifth place; for the combined trade it held, as regards bulk the fifth place, and for value the fourth place in France.

As it is not possible to get the figures for the trade of Bordeaux with the principal foreign countries for the past year, it will serve to show who are the best customers of this port if I give the bulk of trade for 1898, figures which were published too late for insertion in my last report:—

(546)

A 2

| | | | | Quantity. | |
|------------------|----|----|----|--------------|--------------|
| | | | | Exports. | Imports. |
| | | | | Metric tons. | Metric tons. |
| United Kingdom | .. | .. | .. | 360,180 | 495,017 |
| United States | .. | .. | .. | 10,540 | 249,704 |
| Spain | .. | .. | .. | 15,397 | 183,193 |
| Argentina | .. | .. | .. | 25,010 | 60,120 |
| Algiers | .. | .. | .. | 14,453 | 57,781 |
| Belgium | .. | .. | .. | 31,703 | 26,649 |
| Senegal | .. | .. | .. | 27,706 | 29,630 |
| Germany | .. | .. | .. | 34,391 | 19,643 |
| Russia | .. | .. | .. | 5,539 | 38,259 |
| Austria-Hungary | .. | .. | .. | 336 | 41,675 |
| French fisheries | .. | .. | .. | 588 | 40,502 |

Since 1897 Spain fell from second to third place, and was succeeded by the United States. Argentina, which had held fifth place, took the fourth place from Algiers, while Belgium rose to sixth place from the eleventh. Germany fell to eighth place from the sixth, and Senegal rose from eighth to seventh place. The French fisheries fell from the seventh to the eleventh place.

From the following tables will be seen the value of British trade with France, the position the United Kingdom holds with regard to her competitors and the fluctuations in the trade with the various countries named:—

VALUES of French Trade with Chief Commercial Nations.

EXPORTS.

| Country. | Value. | | | | | |
|-------------------|------------|------------|------------|------------|------------|------------|
| | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. |
| United Kingdom .. | 49,540,000 | 49,956,000 | 46,725,000 | 44,320,000 | 50,108,000 | 51,844,000 |
| Belgium .. | 24,038,000 | 28,003,000 | 24,056,000 | 22,988,000 | 23,340,000 | 23,052,000 |
| Germany .. | 18,840,000 | 16,504,000 | 16,420,000 | 15,492,000 | 16,376,000 | 16,060,000 |
| United States .. | 14,896,000 | 13,928,000 | 12,212,000 | 10,564,000 | 17,784,000 | 13,564,000 |

IMPORTS.

| | | | | | | |
|-------------------|------------|------------|------------|------------|------------|------------|
| United Kingdom .. | 29,538,000 | 27,312,000 | 25,128,000 | 25,148,000 | 26,484,000 | 26,963,000 |
| Germany .. | 17,668,000 | 16,652,000 | 16,156,000 | 16,784,000 | 16,582,000 | 15,304,000 |
| Belgium .. | 23,160,000 | 18,360,000 | 18,616,000 | 17,484,000 | 14,136,000 | 13,956,000 |
| United States .. | 22,152,000 | 20,692,000 | 14,516,000 | 13,388,000 | 12,420,000 | 13,208,000 |

TOTAL TRADE.

| | | | | | | |
|-------------------|------------|------------|------------|------------|------------|------------|
| United Kingdom .. | 79,138,000 | 77,268,000 | 71,856,000 | 69,968,000 | 76,592,000 | 78,812,000 |
| Belgium .. | 47,228,000 | 41,368,000 | 42,672,000 | 40,172,000 | 37,476,000 | 37,008,000 |
| Germany .. | 34,508,000 | 33,056,000 | 32,576,000 | 31,276,000 | 31,908,000 | 31,364,000 |
| United States .. | 37,048,000 | 34,620,000 | 26,728,000 | 23,928,000 | 30,204,000 | 26,772,000 |

BORDEAUX.

From the foregoing table it is evident that the revival of trade of France with her principal customers, signalled in 1897, was maintained in 1898, with the single exception of the trade with the United Kingdom, which fell-off very considerably in exports. The principal advance was in imports from the United States, which benefited to the extent of over 6,000,000*l*.

In a final table for 1897 and 1898 are given the values of the principal articles of importation into France from the United Kingdom and Germany:—

ARTICLES of Importation into France from the United Kingdom and Germany.

| Articles. | 1897. | | 1898. | |
|-----------------------|----------------------|---------------|----------------------|---------------|
| | From United Kingdom. | From Germany. | From United Kingdom. | From Germany. |
| | £ | £ | £ | £ |
| Cotton tissues | 3,944,000 | 689,000 | 2,652,000 | 710,000 |
| Coal | 3,999,000 | 1,304,000 | 4,404,000 | 1,243,000 |
| Wool | 1,753,000 | 198,000 | 2,363,000 | 226,000 |
| Woollen tissues | 1,463,000 | 521,000 | 1,385,000 | 468,000 |
| Machinery | 1,149,000 | 750,000 | 1,268,000 | 793,000 |
| Chemical products .. | 1,121,000 | 832,000 | 1,020,000 | 930,000 |

Introductory remarks, 1899.

It appears from the figures which are given in this report that there was a very considerable revival of trade generally at Bordeaux in 1899.

British trade.

British trade with Bordeaux appears to have been more considerable than in previous years, but any increase was of rather a negative order, being for the greater part in exports from Bordeaux, and not to the same extent in imports. Great Britain and her colonial trade are considerably handicapped by the imposition in France of additional duties in the form of surtaxes applicable to products of a non-European country imported from a country in Europe. England is naturally the central market for her colonial produce as France is for hers, yet all produce of British colonies or of foreign countries imported from Great Britain, as also, it is true, from other European countries, are charged with this surtax. Thus Canadian produce, if it comes direct to France, pays a lower duty than if it is imported via England. The result is the encouragement of direct lines of French steamers to non-European countries, and the discouragement of refineries and factories, except in France, where raw material, the produce of other countries, may be worked up.

In the Bordeaux trade the United States appears to be the principal rival of Great Britain, and there is no doubt a very marked increase in the imports of agricultural machinery and of other machinery from the United States which formerly came from the United Kingdom.

Moreover the "surtaxe d'entrepôt" encourages the direct importation of American goods, which were formerly worked up or refined in or imported via the United Kingdom. The only articles not affected in this manner are wool in bulk, and skins from Australia, the Cape, and India, cotton grown in India, jute, aloes, and other vegetable fibres, and Ceylon plumbago. As a glaring example of the "surtaxe," it may be mentioned that Indian, Ceylon, and other teas imported via England pay 60 fr. the 100 kilos. (24s. the cwt.), in addition to the duty of 208 fr. the 100 kilos. (4*l.* 3*s.* 4*d.* the cwt.). British tea merchants, therefore, who wish to introduce their teas into France must arrange to have them shipped from the East direct to Marseilles.

During the year the French railways found that they were short of locomotives and waggons owing to the development of traffic, which has been in consequence most seriously congested and delayed for several months, and the same demand for rolling stock occurred in England. At the present time, the Société Dyle et Bacalan, of Bordeaux, are constructing 36 corridor carriages for the State railways, 100 for the Orleans Company, 700 goods waggons and several waggons for the transport of wine for the "Midi" Company, and all the workshops in France and the United Kingdom have their hands so full that no engines or rolling stock can be supplied for a long time to come, and consequently both countries have had to go to the United States for them. No doubt it is a very satisfactory sign for the workshops of a country to have their hands full, but it cannot be satisfactory, even in those circumstances, to have to refuse orders, and not to keep pace with the increasing demand.

M. Gabriel Hanotaux, the French Statesman, has lately addressed to his countrymen, in the columns of a Bordeaux newspaper, an exhortation to keep pace with the times, and it shows so clearly the rate at which we are travelling, that I cannot make a more eloquent appeal to my own countrymen than by giving a translation of the article as follows:—

*Sound advice
by a French
statesman.*

"The price of coal, of iron, of minerals, and the cost of production are all increasing; production and means of transport are insufficient. Germany has a deficiency of 5,000 trucks, and Belgium of 2,000, while France needs both trucks and locomotives. Then look at other countries, such as Spain, Italy, Austria, and Roumania, where products, both alimentary and manufactured, are heaped up, waiting to be taken away from the warehouses and the quays. Production is increasing incessantly; consumption becomes greater and greater. Between the two, means of transport are overwhelmed by the ever-flowing tide of commerce, and cannot therefore keep pace with the laws of supply and demand. In fact we are only in the stage of infancy of the immense strides the world is making, thanks to the discovery of modern machinery. It is not much more than half a century ago since the railway began to encircle the globe with its iron bands, and already we see the world, girthed up and bound in this irresistible embrace,

getting, as it were, smaller and smaller; distances disappear, extremes meet. Soon there will be only one market, one stock exchange, one enormous town inhabited by different nations in different districts, knowing each other intimately. This progress will be effected in the very near future by the indefinite multiplication of means of transport. The world is now working to this end without, perhaps, taking the consequences into consideration. At the present moment there is taking place throughout the entire world, owing to the construction of new railway lines, just the same revolution which took place in Europe alone about half a century ago. If one compares the Europe of 1840 with that of 1900, the transformation is assuredly much greater than that of the 10 centuries which separate Charlemagne from Napoleon. In short, this same revolution will be repeated under our very eyes throughout the entire world in the course of the next 50 years, and thoughtful people ought to be prepared for this all-important evolution. It is surely no exaggeration to say that at the present moment there are 100,000 kiloms. of new railways ordered or on the point of being. Let us count them. In Africa the Algerian railroads will shortly be doubled, the construction of the line across the Sahara is only a question of months, in Tunis the lines running inland by Gafsa and Tebessa will complete the existing system. Morocco is one of the most backward countries, but the railway by Udja will very soon knock at its door, so to speak. In Senegal the railroad which connects the river of that name with the Niger is completed. At Casamance the iron way is being surveyed and marked out. On the coast of Guinea, France, England, and Germany are rivals as to which shall be the first to penetrate the basin of the Volta and into Mossi by railroads which are decided upon and will be taken in hand shortly. The Congo Free State has already made its railroad up to Stanley Pool. French railways must very soon bring into communication the territories of the huge concessions which have been parcelled out by the home Government. The Portuguese have already got their line in working order from St. Paul de Loanda, and it will sooner or later reach the affluents of the Congo.

"In Damaraland, the Germans cannot fail to follow the example set them by all the other European colonies. At the Cape and in the Transvaal, the 5,000 or 6,000 kiloms. which exist are as nothing in comparison with the development which the lines of Mr. Cecil Rhodes will take towards the lakes, if his ambitious designs are carried out by England. Lorenzo Marques has already its line to Pretoria, and Madagascar will soon have its line connecting Antananarivo with the coast. The British, at the present moment, at great cost of money and human lives, are constructing the line to Uganda, which, with that of the Congo, will really open up the Dark Continent to the light of civilisation. At Jibuti the line inland towards Abyssinia is being pushed forward, and from Cairo the Upper Nile Railway is nearing Khartum. Above all these different projects, all these lines

destined to open up every part of the African Continent, towers the idea of the great trans-African Railway, with a central station, as yet unnamed, where all these different lines will unite in the neighbourhood of Stanley Falls. These are the already famous lines from Cairo to Capetown, and that from Algiers to Lake Tchad and the Congo, the two lines across the continent which will connect the coasts. Moreover, these lines are not merely projected, but they are being pushed on, and they are sure to be an accomplished fact within 50 years. Here then we see the whole of Africa, to-day counting almost for nothing, becoming to-morrow at one bound a commercial centre. The same may be said of Asia, which is, however, a much more serious question. Africa is a trifle compared with Asia. Besides its immense size, look at its population, compare their numbers, their activity, their works, their past. History says that Asia will be great because she has already been so. It was its density which was the chief obstacle, but now that is broken through or nearly so by the great lines of communication which are penetrating into its innermost parts. India has always been more easily accessible, being a peninsula, but the Tonkin railroads enter China at a good point, as in a corner.

"From Pakhoi and from Kwang-Chow-Wang other lines will spread out as a fan. The Germans have the Kiao-Chow line, the French and the Belgians have the Hankow-Pekin line which will be the Great Central of China; lastly Russia has the Manchourian Railway, which crossing space will join the trans-Siberian line, and when finished, as it will soon be, will bring Pekin within 12 days of Paris. Russia, with her trans-Caspian line, the forerunner of Afghan and Persian lines, opens up another problem. Mesopotamia is attacked, on the other hand, by the concession for the Euphrates Railways which Germany has obtained and by the extension of the Syrian lines, which will, without doubt, soon be conceded.

"There will, therefore, be thousands of miles, millions of square miles, and millions of human beings brought into circulation and communication very shortly, and it is impossible to foresee the infinite number of branches which will shoot off from these trunk lines, and which will carry along with them to the innermost towns and villages of this immense continent, the life, the activity and the requirements of civilisation.

"What immense works these are which are looming up at the present time, and yet Australia, the American Continents and even Europe, which last is not even yet fully developed, have not been mentioned. Is it an exaggeration to draw this conclusion from the foregoing, and to foretell that commerce and especially the mineral world will shortly, throughout the globe, undergo a development impossible to estimate? Is it to be too sanguine to warn those whom it may concern and to entreat them to stand to their guns and be ready?

"Coal is increasing, iron is increasing, smelting is increasing, labour is increasing, but all this is simply as nothing compared

with the production of the near future. The world is going to be opened up as Europe has been opened up during the half-century which is just passing away. Commercial figures are going to take enormous strides. Capitalists, Attention! Manufacturers, Watch!! Fathers, educate your children specially, open their minds, show them the world, equip them and arm them for the great fray which is coming!!! Be ready; that is to say, have your workshops in order; buy the most modern machinery; arrange your markets; calculate well your strength and let nothing be lost. Open up your mines if you have them; every bit of coal and ore will be precious. Get your minds and your hands ready, the smallest particle of human labour will become of value. 'All hands on deck,' in our country above all, for the competition will be terrible, the contest severe, and the victory decisive."

Better or sounder advice than this it is not possible to give, and be it remembered that Great Britain's insular position and her commercial command of the sea, place her in a position to compete with her foreign rivals on advantageous terms, since the carriage of the greater part of the material for these railways and of the produce which they will ultimately carry, must in the first instance be by sea.

Shipping and
navigation.
General
shipping.
French ports.

The principal ports of France, with the exception of Havre, Dunkirk, and St. Nazaire, showed an increase of shipping in 1899 as follows:—

| Port. | Tons. | Per Cent. |
|---------------------|-----------|-----------|
| Marseilles | 527,597 | 6.45 |
| Boulogne | 578,867 | 34.78 |
| Cherbourg | 1,083,900 | 125.08 |
| Bordeaux | 26,144 | 1.46 |
| Calais | 70,988 | 5.77 |
| Rouen | 114,891 | 10.97 |
| Cette | 32,637 | 3.23 |
| Dieppe | 41,467 | 6.00 |
| La Rochelle | 11,546 | 1.66 |
| Bayonne | 33,604 | 10.90 |
| Nantes | 47,675 | 16.37 |
| St. Malo | 7,158 | 2.29 |
| Oaen | 5,664 | 1.97 |
| Honfleur | 22,387 | 15.69 |
| Nice | 9,185 | 6.92 |

The decreases were—

| Port. | Tons. | Per Cent. |
|---------------------|---------|-----------|
| Havre | 118,410 | 3.07 |
| Dunkirk | 124,777 | 7.04 |
| St. Nazaire | 20,122 | 2.55 |

Cherbourg owes its immense increase to having become a port of

call for lines of British and German transatlantic steamers, while Boulogne owes its increase to the same causes in a less degree, as well as to the great increase in excursion steamers from English ports. It is significant that at Cherbourg, foreign flags represent 99·71 per cent., and at Boulogne 98·79 per cent. of the shipping.

The sea-going shipping at the Port of Bordeaux (vessels in ballast and the coasting trade excepted) amounted in 1899 to 2,602 vessels, with a tonnage of 1,816,182 tons, against 2,515 vessels, with a tonnage of 1,790,038 tons in 1898.

The following table shows the countries from and to which the tonnage of 1899 arrived and departed :—

ENTERED.

| From— | Tonnage. | | |
|----------------------------------|--------------------|---------------------|---------|
| | In French Vessels. | In Foreign Vessels. | Total. |
| Great Britain | 17,025 | 399,909 | 416,934 |
| French colonies and fisheries .. | 108,289 | 19,166 | 127,455 |
| Spain | 51,879 | 24,350 | 76,229 |
| United States | 15,681 | 37,310 | 52,991 |
| Argentina | 93,614 | 7,475 | 101,089 |
| Colombia | 36,181 | .. | 36,181 |
| Austria-Hungary | 2,023 | 39,435 | 41,458 |
| Sweden and Norway | 3,712 | 11,653 | 15,365 |
| Portugal | 1,560 | 10,121 | 11,681 |
| Chile | 3,250 | .. | 3,250 |
| Other countries.. .. | 12,363 | 80,106 | 92,469 |
| Total | 345,577 | 629,525 | 975,102 |

CLEARED.

| To — | Tonnage. | | |
|----------------------------------|--------------------|---------------------|---------|
| | In French Vessels. | In Foreign Vessels. | Total. |
| Great Britain | 63,671 | 361,923 | 425,594 |
| Spain | 58,696 | 14,555 | 73,251 |
| Argentina | 91,163 | 5,181 | 96,344 |
| French colonies and fisheries .. | 73,095 | 7,408 | 80,498 |
| Germany | 49,046 | 186 | 49,182 |
| Holland | .. | 24,117 | 24,117 |
| United States | 10,298 | 3,764 | 14,062 |
| Colombia | 1,933 | .. | 1,933 |
| Portugal | 2,300 | .. | 2,300 |
| Other countries.. .. | 17,329 | 56,470 | 73,799 |
| Total | 367,531 | 473,549 | 841,080 |

This shows that almost 43 per cent. of the total tonnage entered at Bordeaux came from Great Britain, against 31 per cent. in 1898, and 37 per cent. in 1897 and 1896, and a little over 50 per cent. of the total tonnage cleared to Great Britain, against 42 per cent. in 1898, 46 per cent. in 1897, and 45 per cent. in 1896. There was an increase of shipping tonnage with cargoes from Great Britain of 96,132 tons, and an increase from Austria of 14,365 tons. From the French colonies and fisheries there was a decrease of 23,434 tons, from Spain a decrease of 54,804 tons, from the United States of 70,476 tons, and from Argentina of 6,523 tons. The tonnage cleared with cargoes to Great Britain in 1899 increased by 101,410 tons, while that to Spain decreased by 41,765 tons.

The following table which gives the total shipping at Bordeaux, with cargoes and in ballast, in 1899, shows, when compared with 1898, an increase in entrances of 36 sailing vessels, but a decrease of 8,690 sailing tons, a decrease of 10 steam vessels and of 42,075 steam tons. In clearances there was a decrease of 18 sailing vessels and of 13,007 sailing tons, an increase of 38 steam vessels and of 4,333 steam tons. The total of vessels entered and cleared shows thus an increase of 46 vessels and a decrease of 59,439 tons.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------------|--------------------|--------|--------------------|---------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | 3 | 541 | 533 | 416,285 | 536 | 416,826 |
| French ... | 268 | 44,242 | 337 | 315,368 | 605 | 359,610 |
| Spanish ... | ... | ... | 53 | 38,727 | 53 | 38,727 |
| Dutch ... | 3 | 341 | 60 | 27,197 | 63 | 27,538 |
| Norwegian ... | 3 | 2,427 | 68 | 54,753 | 71 | 57,180 |
| Swedish ... | 1 | 391 | 20 | 3,458 | 21 | 3,849 |
| Austro-Hungarian | 4 | 1,809 | 20 | 26,821 | 24 | 28,720 |
| Danish ... | 4 | 964 | 22 | 19,560 | 26 | 20,524 |
| German ... | 2 | 1,712 | 14 | 11,300 | 16 | 13,012 |
| Russian ... | 2 | 509 | 12 | 8,516 | 14 | 9,025 |
| Belgian ... | ... | ... | 11 | 6,136 | 11 | 6,136 |
| Greek ... | ... | ... | 1 | 1,101 | 1 | 1,101 |
| Italian ... | 10 | 5,124 | 2 | 2,063 | 12 | 7,187 |
| Total ... | 300 | 58,160 | 1,153 | 931,235 | 1,453 | 989,435 |
| .. for the pre- ceding year ... | 264 | 66,840 | 1,163 | 973,360 | 1,427 | 1,040,200 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|-----------------------------------|--------------------|--------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 4 | 599 | 564 | 426,085 | 568 | 426,684 |
| French | 87 | 21,733 | 433 | 369,384 | 520 | 391,117 |
| Spanish | ... | ... | 59 | 43,424 | 59 | 43,424 |
| Dutch | 3 | 341 | 61 | 27,652 | 64 | 27,993 |
| Norwegian | 2 | 1,074 | 75 | 58,334 | 77 | 59,408 |
| Swedish | 1 | 391 | 26 | 16,243 | 27 | 16,634 |
| Austro-Hungarian | 5 | 2,824 | 19 | 23,244 | 24 | 27,068 |
| Danish | 5 | 1,156 | 30 | 28,163 | 35 | 29,319 |
| German | 3 | 2,174 | 13 | 10,398 | 16 | 12,572 |
| Russian | 2 | 509 | 14 | 10,046 | 16 | 10,554 |
| Belgian | ... | ... | 15 | 8,896 | 15 | 8,896 |
| Greek | ... | ... | 2 | 2,244 | 2 | 2,244 |
| Italian | 10 | 4,868 | 5 | 2,861 | 15 | 7,729 |
| Total | 122 | 35,169 | 1,316 | 1,015,963 | 1,438 | 1,051,132 |
| „ for the pre- ceding year ... | 140 | 48,176 | 1,278 | 1,011,630 | 1,418 | 1,023,806 |

RETURN of British Shipping at Bordeaux during the last 10 Years.*

British
shipping.

| Year. | Entered. | | Cleared. | |
|------------|--------------------|----------|--------------------|----------|
| | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. |
| 1890 | 744 | 514,362 | 736 | 508,171 |
| 1891 | 783 | 517,934 | 731 | 516,287 |
| 1892 | 703 | 488,764 | 696 | 490,886 |
| 1893 | 710 | 522,525 | 705 | 518,820 |
| 1894 | 672 | 481,295 | 665 | 478,435 |
| 1895 | 624 | 443,505 | 623 | 443,261 |
| 1896 | 651 | 453,435 | 647 | 449,433 |
| 1897 | 653 | 483,655 | 649 | 479,340 |
| 1898 | 604 | 498,441 | 600 | 489,398 |
| 1899 | 612 | 465,590 | 608 | 459,630 |

* From the register kept at the British Consulate.

There was an increase of eight British vessels arriving at and departing from Bordeaux in 1899 over the previous year, but there was a decrease of over 30,000 shipping tons. This was owing to there being no large grain ships in the trade during the year, the trade of the port, good as it was, having pursued a normal course, and being unaffected by either crop failures or strikes. The aggregate clearances show an increase of 36 vessels with cargoes and a decrease of 28 vessels in ballast over 1898; an increase of 31,830 cargo tons, which with a decrease of 61,598 ballast tons, leaves a decrease in total tonnage cleared of 29,768 tons.

The aggregate entrances show an increase of two vessels with cargoes and six vessels in ballast over 1898, while the cargo tonnage entered decreased by 39,211 tons from 1898, the ballast tonnage increasing by 6,360 tons, making a decrease in total tonnage entered of 32,851 tons.

Direct trade.

The direct trade showed a very considerable improvement over the previous year, and so far as ships entered with cargoes are concerned, over any year of the nineties. The previous best year of that period was 1896, when the number of vessels entered was 505 (in the direct trade) against 479 in 1899. But in this last year, those with cargoes and those in ballast were each 13 less than in 1896, but on the other hand the cargo tonnage was 22,429 more and the ballast tonnage 11,023 less in the latter than in the former year.

Compared with 1898, the direct shipping entered with cargoes in 1899, viz., 475 vessels of 340,445 tons, shows an increase of 53 vessels and of 61,670 tons, while the vessels entered in ballast were the same in number, viz., four, with a decrease in tonnage of 343 tons in 1899.

The British shipping cleared in the direct trade also showed an improvement on the previous year, the number of ships, 441, being 46 more and the tonnage, 301,159, being 49,686 tons more than in 1898. In ballast, 16 vessels of 17,778 tons cleared, being 37 vessels and 70,969 tons less than in 1898.

From this it is evident that there was a very distinct revival of direct trade between Bordeaux and the United Kingdom in both directions.

Indirect trade.

The improvement in the direct trade seems to have the effect of considerably reducing the indirect trade in British vessels. This is naturally likely to be the case in ports such as Bordeaux, where the majority of the British vessels visiting them are regular traders. It is only in abnormal years that tramps resort in any number to Bordeaux. It is hardly surprising, therefore, that the British vessels entering from foreign countries in 1899 with cargoes numbered only 100, being a decrease of 51 on the previous year. Those in ballast were 33, being an increase of six on the previous year. This makes a total of 133 vessels entered, being a decrease of 45 vessels from 1898.

The tonnage entered with cargoes amounted to 95,065 tons, or 100,881 tons less than in 1898, while the ballast tonnage, amounting to 27,912 tons, showed an increase of 6,703 tons, and thus the total tonnage entered amounted to 122,977 tons, being a decrease of 94,178 tons from the previous year.

This decrease is mainly accounted for by no grain vessels having arrived from America in 1899 as they did in 1897 and 1898.

The aggregate clearances in the indirect trade show a falling-off of one vessel and of 8,485 tons from the previous year. The vessels cleared with cargoes were 15, or 10 less, those in ballast were 136, or nine more than in 1898. The cargo tonnage cleared was 10,723 tons, or 17,856 tons less, the ballast tonnage was 129,970 tons, or 9,371 tons more than in the previous year.

Compared with former years the indirect clearances were considerably greater in the number of ships and in tonnage than the other years of the nineties, with the exception of 1891 and 1893.

The good harvests in France in 1898 and 1899 account for the

falling-off of vessels with cargoes entered in the indirect trade at Bordeaux, the 65 vessels of 112,919 tons, which came from the United States in 1898, having fallen in 1899 to 23 vessels of 39,196 tons, and the falling-off from Argentina and Uruguay was proportionally great.

Of the 107 British vessels coming from non-British ports and ending their voyage at Bordeaux, 51 came from French ports, including Saigon, against 52 in 1898; five each from Spain and Argentina; 23 from the United States; three each from Portugal and Russia; four each from Roumania, Austria, and Italy; two each from Belgium and Sweden, and one from Germany. Of the 151 British vessels which commenced their voyage at Bordeaux, in the indirect trade to foreign countries, 13 cleared to French ports; 128 (all in ballast) to Spain (chiefly Bilbao); five to the United States; two each to Russia and Belgium; and one to Canada. Besides these, there were 26 British vessels measuring 9,553 tons which called at Bordeaux, commencing their voyages in Spain and proceeding to Leith. These are here included among the vessels entering in the indirect trade and leaving in the direct trade, since they bring a large quantity of Spanish wine to Bordeaux and fill up with French wine for Leith.

BORDEAUX.

TABLE showing Total Shipping, with Cargoes, at the Port of Bordeaux, with British and French Percentages, during the last 10 Years.

| Year. | Total Shipping. | | | British Shipping. | | | French Shipping. | | | Other Shipping. | | |
|---------|--------------------|-----------|------------------------------|--------------------|----------|------------------------------|--------------------|----------|------------------------------|--------------------|----------|------------------------------|
| | Number of Vessels. | Tonnage. | Percentage of Total Tonnage. | Number of Vessels. | Tonnage. | Percentage of Total Tonnage. | Number of Vessels. | Tonnage. | Percentage of Total Tonnage. | Number of Vessels. | Tonnage. | Percentage of Total Tonnage. |
| 1890 .. | 3,166 | 2,073,637 | 38.9 | 1,214 | 807,581 | 38.9 | 1,233 | 787,690 | 37.9 | 719 | 478,416 | 23.2 |
| 1891 .. | 3,142 | 1,991,870 | 40.7 | 1,213 | 812,035 | 40.7 | 1,318 | 811,704 | 40.7 | 611 | 368,131 | 18.6 |
| 1892 .. | 2,837 | 1,370,533 | 42.6 | 1,188 | 798,470 | 42.6 | 1,115 | 713,939 | 38.1 | 584 | 358,124 | 20.3 |
| 1893 .. | 2,732 | 1,841,031 | 43.4 | 1,154 | 811,127 | 43.4 | 1,030 | 676,180 | 36.7 | 598 | 353,774 | 19.9 |
| 1894 .. | 2,733 | 1,789,327 | 42.8 | 1,123 | 767,245 | 42.8 | 1,115 | 712,247 | 39.7 | 495 | 310,335 | 17.5 |
| 1895 .. | 2,560 | 1,609,917 | 44.4 | 1,058 | 715,044 | 44.4 | 1,140 | 705,539 | 43.8 | 362 | 189,334 | 11.8 |
| 1896 .. | 2,774 | 1,727,786 | 42.5 | 1,109 | 735,827 | 42.5 | 1,173 | 728,861 | 42.1 | 492. | 263,098 | 15.4 |
| 1897 .. | 2,727 | 1,786,548 | 41.3 | 1,061 | 738,018 | 41.3 | 1,119 | 751,772 | 42.8 | 547 | 296,758 | 15.9 |
| 1898 .. | 2,515 | 1,790,038 | 38.3 | 909 | 636,222 | 38.3 | 1,042 | 741,769 | 41.4 | 584 | 362,047 | 20.3 |
| 1899 .. | 2,602 | 1,816,182 | 38.7 | 950 | 703,658 | 38.7 | 1,069 | 683,974 | 37.6 | 593 | 428,550 | 23.7 |

In the above table, which shows the proportion in the total shipping of Bordeaux, held by the British, French, and other shipping respectively, for the last 10 years, it appears that although the percentage of British shipping recovered in 1899 from the previous year, it is still below any other year since 1890. It is, however, once more above the French percentage, which appears to be steadily on the decrease. It will be seen, on the other hand, that the percentage under other flags, which steadily decreased from 1890 to 1895, has been since the latter year steadily increasing, chiefly under the Norwegian flag, which is now flown by several steamers in the coal and pit-wood trade, and either chartered or owned by British subjects, with a Norwegian managing owner.

Several new lines of steamers touching at Pauillac or Bordeaux have been started or projected. The Spanish transatlantic line now has a monthly steamer calling at Pauillac, en route from Liverpool to Peninsular, Brazilian, and Chilean ports. A new line called the "Compagnie Franco-Hispano-Portugaise" has also begun a monthly service, with Italian steamers, between Bordeaux, Huelva, Alicante, and Valencia. A line of Antwerp steamers began to call early in the year at Pauillac, taking cargo for Puerto Rico and Cuba.

The Compagnie Générale Transatlantique of Havre, after running for some months, chartered steamers between Havre, Pauillac, and New York, bought two steamers of over 4,000 tons in England, and started a permanent line in November with steamers once a month. Having found the enterprise successful, the line will shortly be made a fortnightly one.

A company, which had been projected to run steamers between Pauillac and Montreal fell through as there was no probability of success, but another company has been formed, which will run from Havre, calling at Pauillac, and every second voyage at Tonnay-Charente, for Montreal, returning direct from Montreal to Havre. The line will be tried for six months, and some of the steamers may also call at Boston. The line is to be called the "Ligne Franco-Canadienne," and has its head office in Paris.

It will thus be seen that Pauillac is becoming a more important port of call, and it will be well that our steamship companies should keep a wary eye open that their foreign competitors do not get too fast a hold on the trade of the river. A Vice-Consul is being appointed to look after British interests at Pauillac.

The movement of shipping at Pauillac in 1898 and 1899 was as follows:—

| Year. | French Vessels. | | Foreign Vessels. | | Total. | |
|-------------|--------------------|----------|--------------------|----------|--------------------|----------|
| | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. |
| 1899 | 313 | 322,768 | 72 | 71,290 | 385 | 394,058 |
| 1898 | 319 | 315,790 | 38 | 29,541 | 357 | 345,331 |

It is apparent from the above that the foreign shipping is also increasing here very much more considerably than the shipping under the French flag.

It is reported that the French cargo steamer which, at present, runs once a week between Pauillac and Newhaven, will start from Bordeaux as soon as the fruit season commences.

British
seamen.

The number of British seamen visiting Bordeaux in 1899 was 11,886, and I cannot but speak again most highly of their general behaviour while in port. The desertions reported, it is true, increased to 24 from 19 in 1898, but 18 of these are accounted for as comprising the crews of two vessels which came from the United States and who deserted in a body, and were neither seen nor heard of afterwards at this Consulate.

The new Sailors' Reading Rooms, which were opened in May last, are, I am convinced, very efficacious in keeping our sailors steady and well behaved. There they are provided with the wherewithal to spend a pleasant evening and are thus kept away from the drink shops. Any donations in money, books, or newspapers will be most welcome and may be addressed to this Consulate. The number of sailors frequenting the rooms during 1899 was over 8,000.

Shipbuilding.

The "Société des Chantiers Maritimes de Bordeaux" have received an order for six steel sailing vessels of 3,200 tons each. This will probably inaugurate a revival of shipbuilding in the Gironde, and give employment to a great many labourers who have been for some time idle.

Emigration.

The emigration of French and foreign persons from Bordeaux to transatlantic ports in 1899, showed a slight increase over the two previous years. The greater number, as usual, were Spanish (2,163 against 1,942 in 1898), the next in order being French (1,432 against 1,442 in 1898), Turks 353, and Italians 257. The greater number (3,376) went to Argentina, while of the remainder 461 went to Brazil, 234 to Uruguay, 129 to the United States, and 115 to Africa. Of French emigrants, 1,179 went to Argentina, 115 to Uruguay, 54 to Brazil, 37 to Africa, 27 to the West Indies, and 19 to the United States. Three of the emigrants are described as British and went to Argentina.

EMIGRATION from Bordeaux during the Years 1891-99.

| Year. | | | | | | Number of Emigrants. |
|------------------------------|----|----|----|----|----|-------------------------|
| 1891 | .. | .. | .. | .. | .. | 6,718 |
| 1892 | .. | .. | .. | .. | .. | 4,286 |
| 1893 | .. | .. | .. | .. | .. | 5,410 |
| 1894 | .. | .. | .. | .. | .. | 3,897 |
| 1895 | .. | .. | .. | .. | .. | 4,706 |
| 1896 | .. | .. | .. | .. | .. | 5,792 |
| 1897 | .. | .. | .. | .. | .. | 4,354 |
| 1898 | .. | .. | .. | .. | .. | 4,007 |
| 1899 | .. | .. | .. | .. | .. | 4,375 |
| Average annual emigration .. | | | | | | 4,838 |

The figures of the custom-house for 1899 show a distinct revival of trade in the Bordeaux district. Of the principal articles of export, given hereafter, there was an increase under 36 headings and a decrease under only 15. In the principal articles of import there was an increase under 40 headings and a decrease under 33.

Trade and
commerce.
Exports and
imports.

The trade with Great Britain did not altogether show quite such a satisfactory state of affairs, the exports showing an increase under 29 headings and a decrease under 22. In the imports the result, thus shown, was still less satisfactory, as there was an increase in only 32 headings and a decrease in 41.

This, however, is no real criterion of the state of trade, as there may be insignificant decreases in a number of articles, such as bran, cheese, coffee, and tobacco, which never come in any quantity from Great Britain, and an increase under such a heading as chemical products which much more than makes up for the falling-off under the other headings. It is as well, therefore, to look to the improvement or otherwise in each separate article as given in the following tables, to which I have added notes, showing the principal items included under each heading.

I may here state that any inquiries addressed to this Consulate from persons interested in various branches of trade will always receive full attention and a prompt reply.

Annex A.—RETURN of Principal Articles of Export from Bordeaux, with Quantities Shipped to the United Kingdom, during the Years 1898–99.

BORDEAUX.

| Articles. | Total Quantities Exported. | | Increase or Decrease in 1899. | Quantities Exported to United Kingdom. | | Increase or Decrease in 1899. |
|----------------------------------|----------------------------|---------|-------------------------------|--|---------|-------------------------------|
| | 1898. | 1899. | | 1898. | 1899. | |
| 1. Meat, salt .. | 7,408 | 7,864 | + | 242 | 165 | – 77 |
| 2. Hides .. | 64,989 | 77,087 | + | 11,489 | 23,120 | 11,631 |
| 3. Wool .. | 145,314 | 107,837 | – | 104,080 | 80,672 | 23,418 |
| 4. Hair, raw .. | 1,658 | 3,622 | + | 696 | 2,835 | 2,139 |
| 5. Feathers and down .. | 14,934 | 12,312 | – | 4,209 | 4,680 | 471 |
| 6. Eggs .. | 2,061 | 972 | – | 1,658 | 651 | 1,007 |
| 7. Fish, salted and preserved .. | 349,970 | 434,808 | + | 84,838 | 86,384 | 1,546 |
| 8. Rice .. | 180,614 | 191,264 | + | 10,640 | 40 | 10,600 |
| 9. Chestnuts .. | 20,072 | 17,530 | – | 2,642 | 16,786 | 14,144 |
| 10. Table fruits, fresh .. | 76,773 | 44,136 | – | 32,637 | 39,899 | 7,262 |
| 11. " " .. | 346,243 | 290,539 | – | 55,704 | 119,245 | 63,541 |
| 12. Sugar .. | 71,876 | 76,873 | + | 4,997 | 10,927 | 5,930 |
| 13. Fruits in syrup .. | 5,613 | 6,722 | + | 1,109 | 5,587 | 4,473 |
| 14. Preserves and jams .. | 8,392 | 9,320 | + | 4,451 | 5,145 | 694 |
| 15. Coffee .. | 35,473 | 88,490 | + | 26,017 | 45,814 | 19,797 |
| 16. Vanilla .. | 741 | 667 | – | 187 | 69 | 118 |
| 17. Pure oils .. | 62,204 | 74,916 | + | 24,079 | 29,381 | 5,302 |
| 18. Gums, foreign .. | 42,053 | 56,897 | + | 21,983 | 31,523 | 9,540 |
| 19. Resin, &c. .. | 101,975 | 130,215 | + | 28,340 | 12,160 | 16,180 |
| 20. Resinous oils .. | 10,992 | 11,201 | + | 209 | 11,088 | 10,879 |
| 21. Turpentine .. | 12,689 | 40,855 | + | 27,766 | 2,361 | 25,405 |
| 22. Timber, sawn .. | 2,410 | 2,139 | – | 1,511 | 1,059 | 452 |
| 23. Pit-wood .. | 380,198 | 513,844 | + | 183,646 | 507,396 | 323,750 |
| 24. Cork, raw .. | 11,912 | 21,489 | + | 9,577 | 29 | 9,548 |
| 25. " prepared .. | 23,381 | 30,425 | + | 18,486 | 32,108 | 13,622 |

21

| | | | | | | |
|---------------------------------------|------------|------------|-----------|-----------|-----------|---------|
| 26. Indiarubber, raw .. | 676 | 8,392 | 2,556 | 284 | 2,732 | 2,448 |
| 27. Vegetables, fresh .. | 48,382 | 112,157 | 63,775 | 45,269 | 94,614 | 49,845 |
| 28. " " preserved .. | 108,414 | 110,089 | 1,675 | 64,148 | 56,086 | 8,112 |
| 29. Rags " " .. | 62,095 | 49,787 | 12,868 | 85,206 | 24,460 | 13,746 |
| 30. Wine .. | 14,218,584 | 18,289,051 | 4,075,467 | 4,286,445 | 4,766,770 | 496,835 |
| 31. Spirits .. | 31,925,946 | 996,057 | 29,889 | 143,542 | 142,805 | 1,287 |
| 32. Roofing slates .. | 50,199 | 47,353 | 2,946 | 27,105 | 36,572 | 538 |
| 33. Iron ore .. | 3,068 | 2,897 | 171 | 2,903 | 2,625 | 378 |
| 34. Chemicals .. | 229,051 | 833,415 | 104,364 | 129,920 | 132,392 | 2,472 |
| 35. Powdered talc .. | 68,737 | 92,140 | 23,408 | 26,510 | 29,769 | 8,259 |
| 36. Perfumery.. | 13,373 | 23,195 | 9,322 | 31,4 | 515 | 201 |
| 37. Pottery and porcelain .. | 47,653 | 68,008 | 20,350 | 81,029 | 43,858 | 12,829 |
| 38. Glass .. | 208,074 | 230,895 | 24,821 | 57,515 | 67,687 | 10,122 |
| 39. Cotton tissues .. | 23,975 | 36,126 | 11,151 | 115 | 87 | 78 |
| 40. Woollen tissues .. | 18,034 | 15,370 | 2,664 | 113 | 104 | 104 |
| 41. Clothing and linen .. | 13,395 | 15,209 | 1,314 | 114 | 190 | 76 |
| 42. Paper and cardboard .. | 47,556 | 65,679 | 13,123 | 11,744 | 10,966 | 778 |
| 43. Hides, prepared .. | 22,122 | 19,358 | 2,764 | 7,356 | 7,588 | 237 |
| 44. Jewellery .. | 80,390 | 413,489 | 382,599 | 3,738 | 1,618 | 2,115 |
| 45. Machinery.. | 13,034 | 22,567 | 9,338 | 557 | 438 | 124 |
| 46. Hardware .. | 130,191 | 139,323 | 19,133 | 14,308 | 9,511 | 4,792 |
| 47. Arms and ammunition .. | 644 | 5,524 | 4,580 | 1 | 12 | 11 |
| 48. Basketwork and straw envelopes .. | 22,611 | 32,837 | 9,726 | 22,176 | 31,317 | 9,141 |
| 49. Vehicles and cycles .. | 7,054 | 8,159 | 1,105 | 150 | 98 | 52 |
| 50. Ships .. | 8,975 | 2,428 | 6,547 | 2,380 | 547 | 1,838 |
| 51. Manganese ore .. | 6,530 | 8,196 | 1,666 | 6,030 | 8,195 | 2,165 |

(546)

By referring to the following notes those interested will see what articles are produced here more completely than if a simple list of articles were given.

Notes.
Exports

The following remarks apply to the exports to Great Britain only, unless specially mentioned as otherwise.

1. The only items of export under the heading of salt meat, are salt pork, 59 cwts., and "charcuterie," 106 cwts.

2. The principal raw hides exported are those of sheep and rams, of which 18,506 cwts. were exported, against 7,146 cwts. in 1898. The hides of cattle figured for 4,216 cwts., against 2,622 cwts. in 1898.

3. The wool exported was entirely in bulk.

4. Goats hair figured to the extent of 885 cwts., and that of badger, musk rat, hare, and rabbit, 1,862 cwts.

5. Feathers for beds accounted for 4,675 cwts. of the total.

7. The principal article under fish was sardines, 34,934 cwts., against 21,542 cwts. in 1898. In addition there were 5,306,000 of fresh oysters exported, against 1,341,000 in 1898. This is evidently a very growing trade, and deservedly so, as the Arcachon white and Marennes green oysters are excellent. Great quantities of seed oysters are sent every year for laying down in English beds.

10. The fruit crop was very bad all round in this part of France, which accounts for the falling-off in exports. The principal items were oranges and lemons 1,632 cwts.; apples and pears 27,476 cwts.

11. Under dried fruits the principal items were walnuts 41,176 cwts., against 32,663 cwts. in 1898. Plums and prunes 45,557 cwts., against 96,856 cwts. in the previous year, and pickled capers, gherkins, &c., 29,682 cwts., against 31,707 cwts. in 1898.

12. The sugar exported was that of the French colonies in a raw state, 8,551 cwts., against 5,497 cwts. in 1898, and refined lump sugar, 2,315 cwts., against 2,584 cwts. in the previous year.

15. The items exported under coffee were 43,479 cwts. in beans, and 1,835 cwts. dried or ground. The export of this article would appear to depend on the state of markets elsewhere.

17. The pure oils exported were: olive oil, 7,340 cwts., against 6,315 cwts. in the previous year; castor oil, 3,151 cwts., against 4,733 cwts.; arachide (ground nut) oil, 16,811 cwts., against 12,760 cwts. in 1898; and cotton-seed oil, 1,899 cwts.

28. The items under preserved vegetables were: salted or preserved, 11,719 cwts.; tinned or dried, 44,317 cwts.

29. Under rags we have 505 cwts. of old rope and 9,181 cwts. of woollen rags.

30. The items of wines exported were: in barrels, Gironde wines, 3,591,910 gallons; other districts, 591,300 gallons. In bottle, Gironde wines, 532,425 gallons; other districts, 7,872 gallons. Champagne and other sparkling wines, 6,441 gallons; and sweet wines, 35,730 gallons.

31. Under spirits, we find brandy in casks, 28,651 gallons; in bottle, 56,173 gallons; rum, 2,542 gallons; and other spirits, 26,862 gallons. Pure alcohol, 5,647 gallons; and liqueurs, 22,250 gallons.

34. Under chemical products the principal items exported were: Chestnut and other vegetable tannin extracts, 83,960 cwts., against 69,545 cwts.; oxide of zinc, 772 cwts., against 2,508 cwts.; glycerine, 1,103 cwts., against 1,996 cwts.; raw tartar, 2,185 cwts., against 13,062 cwts.; cream of tartar, 37,832 cwts., against 32,303 cwts. in 1898.

36. The principal item under perfumery is that of common soap, not for toilet purposes, 433 cwts.

37. The only item of importance under pottery and porcelain is that of white porcelain, 43,705 cwts. against 30,810 cwts. in the previous year; while under glass (38) the number of filled bottles weighed 65,232 cwts., against 55,191 cwts. in 1898. This, of course, depends entirely on the increase or decrease of exportations under liquors.

40. As usual, under woollen tissues, the only two items worthy of note were: list slippers, 151 cwts., against 69 cwts.; and 1,494 fez caps, against 1,064 in 1898.

41. Ready-made clothing for men, 55 cwts., and for women, 131 cwts., against 111 cwts. in 1898, formed the bulk of this export article.

42. 10,955 cwts. of common paper formed the chief item under this heading.

43. Under the heading of prepared hides, the only items of importance were: tanned goat and sheep skins, 5,010 cwts., against 3,615 cwts.; curried calf skins, natural colour, 274 cwts., against 1,616 cwts.; and tinted or dyed dressed calf skins, 2,112 cwts., against 920 cwts. in 1898.

44. The entire amount under jewellery was for silver plate, being a falling-off of 1,603 oz. from the previous year.

45. The machinery exported again showed a falling-off, and was of no importance, the chief items being: hydraulic pumps, 23 cwts.; locomobiles, 40 cwts.; agricultural machines, 46 cwts.; machine tools, 95 cwts.; and stoves and the like, 107 cwts.

46. Under hardware, we find copper wire gauze, 173 cwts., against 138 cwts.; metal work, neither turned nor polished, 3,310 cwts., against 7,926 cwts.; household wares, painted and enamelled, 993 cwts., against 543 cwts.; copper goods, 318 cwts., against 782 cwts.; lead piping, 651 cwts., against 631 cwts.; and tin goods, 3,967 cwts., against 3,936 cwts. in 1898.

48. Under basket work, the whole of the exports were straw envelopes for bottles, a branch of trade which, it will be seen, has made considerable progress.

50. The only vessel sold to the United Kingdom was an iron one.

51. Practically the whole of the manganese ore exported went to Great Britain, in addition to which was sent 467 tons of copper ore, 928 tons of zinc ore, and 970 tons of lead.

Annex B.—RETURN of Principal Articles of Import to Bordeaux, with Quantities Shipped from the United Kingdom, during the Years 1898-99. 24

| Articles. | Number Cwts. | Total Quantities Imported from Abroad. | | Increase or Decrease in 1899. | Quantities Imported from Great Britain. | | Increase or Decrease in 1899. |
|----------------------------------|-----------------|---|-----------|-------------------------------------|--|--------|-------------------------------------|
| | | 1898. | 1899. | | 1898. | 1899. | |
| | | | | | | | |
| 1. Horses | .. | 422 | 68 | 354 | 271 | 55 | 216 |
| 2. Salt meat | .. | 21,698 | 47,016 | 25,323 | 4,088 | 7,380 | 3,242 |
| 3. Raw hides.. .. | .. | 42,251 | 30,762 | 11,489 | 1,214 | 2,615 | 401 |
| 4. Wool | .. | 301,098 | 338,817 | 32,719 | 25,332 | 26,925 | 1,593 |
| 5. Animal grease and lard .. | .. | 52,321 | 38,447 | 36,126 | 17,814 | 6,481 | 12,333 |
| 6. Cheese | .. | 42,035 | 46,886 | 4,851 | 181 | 158 | 23 |
| 7. Animal manure | .. | 3,215 | 2,915 | 300 | 1,768 | 141 | 1,622 |
| 8. Salt and preserved fish .. | .. | 778,669 | 787,649 | 8,980 | 2,637 | 1,236 | 1,411 |
| 9. Fish oils | .. | 14,805 | 16,717 | 2,412 | 1,730 | 1,815 | 415 |
| 10. Oleaginous grains and fruits | .. | 524,648 | 593,708 | 69,060 | 5 | 173 | 168 |
| 11. Cereals | .. | 6,039,570 | 1,228,124 | 4,811,446 | 352 | 274 | 88 |
| 12. Rice | .. | 527,937 | 355,823 | 172,114 | 9,668 | 6,577 | 3,091 |
| 13. Seeds for sowing | .. | 1,577 | 4,131 | 2,554 | 1,178 | 1,094 | 79 |
| 14. Sugar | .. | 258,033 | 154,292 | 103,741 | 27 | 12 | 15 |
| 15. Coffee | .. | 154,495 | 144,929 | 9,566 | 2,015 | 2,601 | 586 |
| 16. Cacao | .. | 64,342 | 70,829 | 6,487 | 508 | 7 | 501 |
| 17. Pepper | .. | 6,077 | 5,691 | 386 | 10 | 27 | 17 |
| 18. Vanilla | .. | 610 | 702 | 92 | 15 | 63 | 48 |
| 19. Tea.. .. | .. | 277 | 551 | 274 | 132 | 152 | 20 |
| 20. Tobacco-leaf | .. | 124,776 | 89,514 | 35,262 | 4,246 | .. | 4,246 |
| 21. Pure oils | .. | 51,379 | 52,282 | 908 | 11,441 | 10,407 | 1,034 |
| 22. „ gums.. .. | .. | 82,426 | 84,066 | 1,630 | 179 | 459 | 280 |
| 23. Indiarubber, raw | .. | 4,185 | 8,900 | 4,765 | 1,858 | 1,317 | 141 |
| 24. Timber | .. | 2,095,370 | 1,381,465 | 713,905 | 2,845 | .. | 2,845 |
| 25. Tropical timber | .. | 88,223 | 25,768 | 62,460 | 226 | 43 | 183 |

BORDEAUX.

| | | | | | | | | | | | |
|----------------------------------|----|----|----|------------|------------|---|------------|---------|---------|---|---------|
| 26. Raw cotton | .. | .. | .. | 15,844 | 3,849 | - | 11,995 | 9,122 | 3,844 | - | 5,278 |
| 27. " hemp.. | .. | .. | .. | 4,807 | 5,398 | + | 491 | 2,247 | 4,062 | + | 1,806 |
| 28. " jute .. | .. | .. | .. | 10,379 | 11,084 | + | 655 | 10,307 | 11,022 | + | 715 |
| 29. Phormium tenax .. | .. | .. | .. | 16,022 | 24,970 | + | 9,948 | 1,787 | 1,398 | + | 394 |
| 30. Cocoa-nut fibre .. | .. | .. | .. | 2,394 | 3,032 | + | 638 | 1,198 | 1,159 | - | 39 |
| 31. Bran .. | .. | .. | .. | 306,140 | 331,361 | + | 25,221 | 6,120 | 6,120 | - | 6,120 |
| 32. Oilcake .. | .. | .. | .. | 1,486 | 1,554 | + | 119 | 1,202 | 1,426 | + | 224 |
| 33. Rags, &c. .. | .. | .. | .. | 28,867 | 18,566 | - | 10,301 | 28,050 | 18,041 | + | 10,009 |
| 34. Wines .. | .. | .. | .. | 38,930,824 | 23,436,172 | - | 15,494,652 | 2,961 | 17,039 | + | 14,078 |
| 35. Beer .. | .. | .. | .. | 88,757 | 68,820 | - | 19,937 | 19,778 | 7,801 | + | 11,977 |
| 36. Spirits .. | .. | .. | .. | 1,115,722 | 1,132,772 | + | 17,050 | 12,866 | 14,859 | + | 2,493 |
| 37. Coal and coke .. | .. | .. | .. | 484,938 | 679,776 | + | 194,838 | 469,575 | 678,964 | + | 209,389 |
| 38. Coal-tar .. | .. | .. | .. | 46,550 | 36,727 | - | 10,823 | 46,544 | 36,727 | - | 10,817 |
| 39. Oil and petroleum residue .. | .. | .. | .. | 1,189 | 2,890 | + | 1,701 | 378 | 110 | + | 268 |
| 40. Paraffin .. | .. | .. | .. | 7,608 | 2,302 | - | 5,306 | 1,711 | 1,839 | + | 128 |
| 41. Iron and steel .. | .. | .. | .. | 200,784 | 219,323 | + | 18,539 | 116,874 | 115,176 | - | 1,698 |
| 42. Copper .. | .. | .. | .. | 19,253 | 4,933 | - | 14,320 | 1,187 | 3,520 | + | 2,333 |
| 43. Lead .. | .. | .. | .. | 24,253 | 21,089 | - | 3,164 | 6,162 | 16,433 | + | 10,271 |
| 44. Tin.. | .. | .. | .. | 3,963 | 2,400 | - | 1,563 | 2,301 | 1,369 | - | 932 |
| 45. Chemicals .. | .. | .. | .. | 1,179,329 | 1,187,385 | + | 8,056 | 625,225 | 789,570 | + | 164,345 |
| 46. Indigo .. | .. | .. | .. | 412 | 383 | - | 79 | 112 | 80 | - | 82 |
| 47. Varnish .. | .. | .. | .. | 1,119 | 1,052 | - | 67 | 1,092 | 993 | - | 99 |
| 48. Paint and colours.. | .. | .. | .. | 918 | 468 | - | 450 | 384 | 355 | - | 479 |
| 49. Soap, toilet .. | .. | .. | .. | 63 | 179 | + | 116 | 63 | 172 | + | 109 |
| 50. " common .. | .. | .. | .. | 810 | 8,215 | + | 2,405 | 707 | 898 | + | 186 |
| 51. Starch .. | .. | .. | .. | 1,172 | 808 | - | 364 | 285 | 178 | - | 107 |
| 52. Pottery .. | .. | .. | .. | 8,473 | 100,076 | + | 91,603 | 4,722 | 72,490 | + | 67,768 |
| 53. Glass .. | .. | .. | .. | 18,741 | 21,118 | + | 2,377 | 6,842 | 7,751 | + | 909 |
| 54. Cotton thread .. | .. | .. | .. | 2,080 | 1,877 | - | 203 | 375 | 55 | - | 320 |
| 55. Linen tissues .. | .. | .. | .. | 411 | 521 | + | 110 | 181 | 410 | + | 229 |
| 56. Oilcloth and linoleum .. | .. | .. | .. | 2,457 | 2,329 | - | 128 | 2,397 | 2,268 | - | 129 |
| 57. Jute tissues .. | .. | .. | .. | 1,140 | 375 | - | 765 | 1,119 | 875 | - | 744 |
| 58. " sacks .. | .. | .. | .. | 5,171 | 5,613 | + | 445 | 2,296 | 8,156 | + | 360 |
| 59. " carpets .. | .. | .. | .. | 323 | 367 | + | 34 | 323 | 319 | + | 4 |
| 60. Cotton tissues .. | .. | .. | .. | 19,177 | 23,479 | + | 4,302 | 11,800 | 13,441 | + | 1,841 |
| 61. Wool tissues .. | .. | .. | .. | 2,088 | 1,664 | - | 424 | 1,996 | 1,586 | - | 410 |

RETURN of Principal Articles of Import to Bordeaux, with Quantities Shipped from the United Kingdom, during the Years 1898-99—continued.

BORDEAUX.

| Articles. | | Total Quantities Imported from Abroad. | | Increase or Decrease in 1899. | Quantities Imported from Great Britain. | | Increase or Decrease in 1899. | |
|---|----|--|--------|-------------------------------|---|--------|-------------------------------|-------|
| | | 1898. | 1899. | | 1898. | 1899. | | |
| | | | | | | | | |
| 62. Clothing and linen | .. | Cwts. .. | 180 | 116 | — | 65 | 99 | 36 |
| 63. Paper and cardboard | .. | .. | 6,762 | 6,215 | — | 537 | 3,060 | 432 |
| 64. Prepared hides | .. | .. | 1,081 | 1,074 | — | 7 | 282 | 444 |
| 65. Leather work | .. | .. | 160 | 132 | — | 28 | 35 | 27 |
| 66. Silver plate | .. | .. | 38,192 | 8,407 | — | 39,785 | 305 | 196 |
| 67. Machinery .. | .. | Cwts. .. | 77,123 | 134,977 | + | 57,854 | 37,259 | 4,431 |
| 68. Hardware .. | .. | .. | 16,897 | 24,501 | + | 7,604 | 7,670 | 874 |
| 69. Furniture .. | .. | .. | 356 | 895 | + | 39 | 376 | 34 |
| 70. Carriages, velocipedes, and waggons | .. | .. | 401 | 678 | + | 277 | 353 | 210 |
| 71. Ships .. | .. | Tons .. | 2,153 | 6,906 | + | 4,733 | 2,008 | 3,196 |
| 72. Indian rubber goods | .. | Cwts. .. | 139 | 162 | + | 23 | 110 | 47 |
| 73. Felt hats .. | .. | Number | 4,473 | 6,228 | + | 1,755 | 4,239 | 136 |

By referring to the following notes, it will be seen what articles are in demand here, and to what extent.

The following remarks apply exclusively to the trade with Great Britain unless otherwise stated :—

Imports.
Notes

1. There was a falling-off in horses. This naturally depends on many causes besides the supply and demand.

2. The principal items under salt meat were : salt pork, hams, and bacon, 7,193 cwts.

3. The raw hides imported comprised 1,457 cwts. of cattle hides, against 464 cwts. in 1898; 389 cwts. of lamb-skins, against 280 cwts. in 1898; and the same amount of sheep-skins.

4. Nearly all the wool imported was in bulk.

5. Lard showed a great falling-off, owing, no doubt, to the advantage given in May, 1898, by the tariff to American lards imported direct. The amount actually imported here was 4,927 cwts., against 17,104 cwts in 1898.

8. The only items of fish imported are sardines, and other fish in tins, chiefly salmon and lobster.

9. The principal items under fish oils were : whale oil, 206 cwts., against 369 cwts. ; cod-liver oil, 639 cwts., against 545 cwts. ; and other oil, 468 cwts., against 815 cwts. in 1898.

15. The coffee imported was raw. It will be observed that the amount imported increased, as did, to a much larger extent, the coffee exported.

19. The importation of tea increased by just 1 ton. This is not as it should be, and those interested in British colonial and Indian teas should be on the alert. The teas at present obtainable in France are, as a general rule, of wretched quality and flavour, and are sold at ridiculously high prices. British merchants, who already supply Ceylon and Indian teas to France, should make arrangements to ship their teas direct, so as to escape the "surtaxe d'entrepôt" levied on teas imported via the United Kingdom.

21. The amount of linseed oil imported was 518 cwts., against 889 cwts. ; of cotton oil, 9,802 cwts., against 10,493 cwts. in 1898.

33. Under rags we find 2,972 cwts. of old ropes, 434 cwts. of woollen rags, and 14,635 cwts. of others.

Of chemical wood-pulp were imported 31,757 cwts., against 713 cwts. in 1898.

35. The falling-off in beer was very marked, and is, no doubt, owing to a growing taste for light beer, such as is brewed in Germany and Belgium. In 1898 the beer imported from the United Kingdom amounted to 22 per cent. of the whole, but in 1899 it fell to only 11 per cent., and this on a much diminished total importation.

36. Under spirits, rum was imported to the extent of 11,853 gallons, against 9,116 gallons in 1898; and other spirits, probably chiefly whiskey, 2,461 gallons, against 2,752 gallons in the previous year.

The China clay imported was 8,783 cwts., against 6,347 cwts. in 1898; chalk, 531 cwts., against 376 cwts.; sand, 25 cwts.,

against 973 cwts. in 1898. All these are used in china and porcelain factories.

37. The amount of coal imported was 673,696 tons, and of coke, 5,268 tons, against 468,540 tons and 1,035 tons respectively in the previous year. The amount of coal imported from elsewhere was 8,119 tons.

38. Although there was a falling-off in the coal tar, all that was imported came from the United Kingdom, and in addition also 24,530 cwts. of bitumen.

41. The principal item of importation under iron and steel was cast-iron, containing less than 25 per cent. of manganese, 87,129 cwts., against 91,546 cwts in 1898; and tinned iron, 25,039 cwts., against 22,808 cwts in the previous year.

42. The principal item imported under copper was under the heading of "Pure, or alloyed with zinc or tin; of first fusion, cast in lumps, bars, pigs, or slabs," 3,069 cwts., against 1,032 cwts. in 1898. The other items were rolled or hammered, 121 cwts.; and wire, 31 cwts.

43. The lead imported was chiefly in crude lumps and pigs, 16,391 cwts., against 6,124 cwts. in 1898.

44. The tin imported was entirely in a crude state.

45. There was again a substantial increase in the importation of chemical products, the principal items being: bicarbonate of soda, 921 cwts., against 2,768 cwts.; sal ammoniac, 9,924 cwts., against 7,751 cwts.; superphosphate of lime, 6,304 cwts., against 21,253 cwts.; chemical manure, 166,910 cwts., against 77,867 cwts.; products distilled from coal tar (creosote), 367,570 cwts.; against 237,582 cwts.; and sulphate of copper, 229,192 cwts., against 266,088 cwts. in 1898. Other items were: caustic soda, 198 cwts.; oxide of lead, 345 cwts.; carbonate of magnesia, 412 cwts.; chloride of lime, 269 cwts.; glycerine, 1,167 cwts.; sulphate of lime, 787 cwts.; and others not specified, 2,963 cwts.

48. The chief item under paint and colours was ground oil paint, 283 cwts., a great falling-off from 751 cwts. in the previous year. Under this heading may also be mentioned ink for writing or printing, 20 cwts., being half the quantity imported in 1898; ground ochre, 96 cwts.; and pastes prepared with water for wall-papers, 70 cwts.

49. There was a fair increase in toilet soaps, principally in transparent kinds, which amounted to 123 cwts., against 26 cwts. in 1898. Of condiments, were imported 109 cwts. of mustard, and 86 cwts. of others, including sauces. The blacking imported in 1899 amounted to 93 cwts., against 86 cwts. in 1898.

52. The principal articles of pottery imported were: common earthenware, 71,834 cwts., against 4,204 cwts.; varnished or enamelled pottery, 169 cwts.; earthenware pipes, 165 cwts.; and fine earthenware, 153 cwts., against 147 cwts.; and porcelain, 58 cwts., against 76 cwts. in 1898.

53. The only item of importance under the heading of glass was 6,477 cwts. of empty bottles.

54. Under the heading of cotton thread, in unbleached there

was a great falling off. The items were: unbleached, 4 cwts., against 21 cwts.; bleached, 34 cwts., against 14 cwts.; and 804,000 metres, against 211,000 metres, taxed by length.

Of twisted bleached woollen thread there was imported 154 cwts.; of mohair, 22 cwts.; and of other than these, 29 cwts.

55. Of linen tissues there were: unbleached, 22 cwts., against 53 cwts.; bleached, 268 cwts., against 65 cwts.; and dyed, 119 cwts., against 62 cwts. in 1898.

60. The principal items in cotton tissues were: bleached, 6,164 cwts., against 5,514 cwts.; dyed, 5,710 cwts., against 5,426 cwts.; prints, 387 cwts., against 93 cwts.; and oilcloth, 959 cwts., against 259 cwts. in 1898.

61. The only item of importance in woollen tissues is cloth of pure or mixed wool, 1,046 cwts. out of a total importation of 1,085 cwts., against 1,729 cwts. out of a total importation of 1,763 cwts. in the previous year. Pure wool cloth figured for 374 cwts., against 164 cwts. in 1898.

63. The principal kinds of paper imported were: ordinary writing paper, 2,142 cwts., against 2,368 cwts.; paper-hangings, 228 cwts., against 473 cwts.; and cardboard, 212 cwts., against 177 cwts. in 1898.

64. The items of chief importance under prepared hides are: tanned or dressed goat, sheep, or lamb-skins, 315 cwts., against 117 cwts.; and other tanned or dressed skins, 327 cwts., against 162 cwts. in the previous year.

65. Under leather goods were imported 612 pairs of boots and shoes, against 448 pairs; and 11 cwts. of fine saddlery, against 21 cwts. in 1898. Seven saddles were imported, against 11 in the previous year.

67. The principal items of imported machinery were: movable engines, 6,828 cwts., against 3,088 cwts.; hydraulic pumps and ventilators, 380 cwts., against 3,750 cwts.; agricultural machinery, 13,912 cwts., against 10,249 cwts.; sewing machines, 9,140 cwts., against 8,081 cwts. in the previous year. Other items were: fixed or marine engines, 2,216 cwts.; carding machinery, 363 cwts.; textile cleaning machinery, 432 cwts.; throstles, complete, for spinning and twisting, 1,030 cwts.; spinning looms, 550 cwts.; paper-making machines, 51 cwts.; machine tools, 1,485 cwts.; general machinery, such as balances, transmission gearing, &c., 2,413 cwts.; and parts of multitubular boilers, 716 cwts.

68. The principal items in hardware were: steel tools, 539 cwts., against 1,167 cwts.; iron and steel netting, 23 cwts., against 22 cwts.; common cutlery, 35 cwts., being the same quantity as in the previous year; cast-iron goods, 1,717 cwts., against 1,328 cwts.; anchors, cables, and chains, 1,320 cwts., against 806 cwts.; nails of all kinds, 159 cwts., against 283 cwts.; screws, rings, bolts, and nuts, 142 cwts., against 225 cwts.; iron and steel tubes, 2,499 cwts., against 1,483 cwts.; plain, painted, or polished household wares, 259 cwts., against 768 cwts.; and enamelled or tinned household wares, 671 cwts., against 644 cwts.; lead piping, 184 cwts., against 276 cwts. in the previous year.

The vintage. Production throughout France.

71. The shipping tonnage bought for Bordeaux was all iron. The French vintage of 1899 is calculated to have given 1,053,968,960 gallons, which is an increase of 343,764,960 gallons over 1898, and of 317,054,826 gallons above the average of the previous 10 years.

Production in the Bordeaux Consular district.

The reconstitution of the vineyards, which was apparent in 33 Departments in 1898, only manifested an increase of productive area in 32 departments in 1899, and the uprooting exceeded the new plantation by 21,693 acres, the area under vine cultivation at the end of the year 1899 being 4,195,100 acres. The average yield per acre in 1899 was 616 gallons, or an increase of 198 gallons per acre over 1898. The French vintage of 1899 has only been surpassed in quantity since 1878 by the year 1893.

With regard to the vintage of this Consular district in 1899 there was a very large increase in quantity over any of the previous 10 years, excepting of course the crop of 1893, the vintage of 1895 being almost doubled, and that of 1897 being exceeded by over 100,000,000 gallons. The following table gives the quantity of wine produced in the 13 Departments forming the Consular district of Bordeaux, in 1899 and the two previous years:—

| Consular District of Bordeaux. | Annual Yield of Wine. | | |
|--------------------------------|-----------------------|-------------|-------------|
| | 1897. | 1898. | 1899. |
| | Gallons. | Gallons. | Gallons. |
| Gironde.. .. | 29,898,094 | 51,824,190 | 76,531,576 |
| Dordogne | 3,638,382 | 5,902,996 | 13,026,288 |
| Gers | 4,210,580 | 13,928,140 | 19,607,280 |
| Lot and Garonne | 6,022,280 | 8,416,864 | 11,492,140 |
| Lot | 2,179,804 | 2,350,326 | 2,886,114 |
| Landes | 1,744,608 | 4,592,214 | 8,850,204 |
| Lower Pyrenees | 1,660,186 | 4,491,086 | 6,887,650 |
| Upper Pyrenees | 460,724 | 1,129,920 | 1,760,528 |
| Ariège | 894,344 | 1,333,002 | 2,019,776 |
| Corrèze | 462,704 | 861,604 | 807,884 |
| Upper Garonne.. .. | 11,242,000 | 10,151,856 | 15,102,204 |
| Tarn and Garonne | 5,169,120 | 6,192,120 | 8,833,220 |
| Upper Vienne | 6,182 | 13,332 | 18,832 |
| Total | 67,089,008 | 115,687,000 | 167,830,696 |

Department of the Gironde.

Each of the above Departments gave a very much larger quantity of wine than in any year since 1894, and there is general satisfaction at the excellent result of the 1899 vintage.

The year 1899 was undoubtedly the best wine year in the Bordeaux district since 1893. The spring began early, and so by the middle of February the vines were preparing to shoot. Luckily the nights were cold and retarded a too rapid development of the buds, which would inevitably have been bitten by the sharp frosts at the end of March, which did so much harm to the stone fruit trees. Even some vineyards more forward and more exposed than

others suffered severely, but happily this was not general. The month of April, with the exception of a few cold nights when frosts were feared but did not come, was propitious to the vines, and the young leaves and shoots were well watered by long looked-for showers. These, unfortunately, lowered the temperature and there was some damage done by hail. By May, the vines showed what might be expected of them, and when all fear of late frosts was past, the general belief was that the vintage would be good, provided, of course, that the myriads of insect and cryptogamic enemies of the vines left them alone; no expense was, as usual, spared to defend them against attacks from black rot, oidium or mildew. The flowering of the vine began at the end of May and was general during the first week of June, the young fruit being formed by the middle of the month. In some districts there was a very visible dropping of young grapes, but it was a blessing in disguise, as those that remained had then room for developing. The summer was all that could be desired and the vineyards developed in all their glory and the grapes grew apace. Although there was a little oidium here and there, the general state of the vineyards was very satisfactory, and the grapes at the end of July were strong and healthy. A summer, however, without cloud or rain, picks out the weak and exposed vines, and there was a certain amount of drying up of the fruit towards the end of July in dry exposed ground, while the vines in damp cool soil did not suffer. The grapes began to mature during the early part of August and it was evident that the vintage would be early, and happily there came a few welcome showers, which, although sometimes of a stormy nature and even accompanied by a little hail, helped to refresh and swell the fruit. The end of August being dry and followed by some changeable weather, the grapes matured quickly and ripened well. The dry summer had almost completely defeated the mildew, black rot and oidium, which hardly put in an appearance, even in spots where they had become almost indigenous. Even the insect pests, the cochylis and endemis, did very little harm. The vintage began on September 18 for red wines, and on September 21 for white wines, and by the end of the month it was general. The must promised well. For red wines the gleucometer gave 11° to 14° , while in the white wine country, where the vintage comes in later than in the Médoc, the must of the first tries reached 22° to 26° , but this diminished later on as the weather became cooler. In the meanwhile the Bordeaux merchants seized the opportunity and began buying, immense quantities of fine and ordinary wines being taken by them, and I doubt if such activity and vitality has been shown by the trade for many a long year. Notwithstanding the demand for the new wines, prices were moderate, if the quality of the 1899 wine proves later on to be up to expectation, and many wines were resold at large advances. The Pontet Canet vintage was sold for 8*l.* 5*s.* the hogshead. Of 640 hogsheads of the Château Margaux 1899 vintage, which were sold at

22l. the hogshead, 400 were resold shortly afterwards at 25l. It will be seen from the following table, giving the annual yield since 1887 of the Gironde Department, that the vintage of 1899, with the exception, of course, of the historical crop of 1893, was far and away more prolific than any of its predecessors. That the quality is expected to be good is vouched for by the brisk sales and resales that have been made:—

| Year. | | | | | | Annual Yield of Wine in the Gironde. |
|-------|----|----|----|----|----|---|
| | | | | | | Gallons. |
| 1887 | .. | .. | .. | .. | .. | 25,066,674 |
| 1888 | .. | .. | .. | .. | .. | 66,000,000 |
| 1889 | .. | .. | .. | .. | .. | 47,267,352 |
| 1890 | .. | .. | .. | .. | .. | 35,066,702 |
| 1891 | .. | .. | .. | .. | .. | 53,858,058 |
| 1892 | .. | .. | .. | .. | .. | 40,863,710 |
| 1893 | .. | .. | .. | .. | .. | 108,413,734 |
| 1894 | .. | .. | .. | .. | .. | 51,347,912 |
| 1895 | .. | .. | .. | .. | .. | 46,087,206 |
| 1896 | .. | .. | .. | .. | .. | 73,800,144 |
| 1897 | .. | .. | .. | .. | .. | 29,398,094 |
| 1898 | .. | .. | .. | .. | .. | 51,824,190 |
| 1899 | .. | .. | .. | .. | .. | 76,531,576 |

Area of
vineyards in
the Gironde.

The area of vines under cultivation in the Gironde, which at the beginning of 1899 was estimated at 350,024 acres, was reduced at the commencement of 1900 to 341,788 acres, a diminution of 8,236 acres during the year.

Classed
growths.

The following list of classed growths of the Bordeaux district shows an improvement on 1897-98, but none of them come up to their yield in 1896. The increase over that year, therefore, must be among the "bourgeois" vineyards.

TABLE showing Yield of Classed Wines of the Médoc during the Years 1896-99.

| Classed Red Wines of the Médoc District. | Annual Yield. | | | |
|---|---------------|------------|------------|------------|
| | 1896. | 1897. | 1898. | 1899. |
| | Hogsheads. | Hogsheads. | Hogsheads. | Hogsheads. |
| First growths— | | | | |
| Château Lafite | 888 | 276 | 544 | 660 |
| „ Margaux | 1,644 | 500 | 506 | 840 |
| „ Latour | 668 | 284 | 344 | 464 |
| „ Haut-Brion | 408 | 390 | 280 | 280 |
| Second growths— | | | | |
| Château Mouton | 690 | 214 | 368 | 340 |
| „ Rauzan Ségla.. .. | 450 | 118 | 145 | 248 |
| „ „ Gassies | 320 | 60 | 112 | 240 |
| „ Léoville Lascases .. | 832 | 204 | 198 | 252 |
| „ „ Poyféré | 660 | 171 | 280 | 388 |
| „ „ Barton | 690 | 220 | 240 | 408 |
| „ Durfort | 316 | 88 | 120 | 200 |
| „ Gr. Larose | 1,472 | 452 | 590 | 561 |
| „ Brane Cantenac | 688 | 240 | 276 | 416 |
| „ Pichon | 924 | 192 | 449 | 608 |
| „ Cos d'Estournel | 1,120 | 280 | 596 | 832 |
| „ Montrose | 1,240 | 316 | 568 | 900 |
| „ Lascombes | .. | 84 | 76 | 124 |
| „ Ducru Beaucaillou .. | 473 | 240 | 256 | 440 |
| Third growths— | | | | |
| Château Kirwan | 472 | 208 | 220 | 416 |
| „ Issan | 544 | 148 | 236 | 364 |
| „ Lagrange | 1,500 | 600 | 552 | 800 |
| „ Langoa | 1,000 | 260 | 400 | 480 |
| „ Giscours | 768 | 280 | 260 | 344 |
| „ Malescot | 1,276 | 400 | 402 | 616 |
| „ Palmer | 1,000 | 280 | 362 | 512 |
| „ Lalagune | 396 | 128 | 136 | 192 |
| „ Desmirail | 280 | 100 | 112 | 224 |
| „ Calon-Ségur | 632 | 180 | 392 | 500 |
| „ Cantenac Brown | 1,080 | 340 | 448 | 520 |
| Fourth growths— | | | | |
| Château St. Pierre Luetkens .. | 320 | 114 | 172 | 180 |
| „ „ Bontemps | 360 | 118 | 128 | 152 |
| „ Talbot d'Aux | 672 | 202 | 216 | 308 |
| „ Dulac | 612 | 144 | 284 | 400 |
| „ Duhart Milon | 960 | 324 | 508 | 700 |
| „ Carnet | 480 | 84 | 220 | 350 |
| „ Lafon Rochet | 224 | 100 | 200 | 240 |
| „ Beychevelle | 884 | 420 | 420 | 584 |
| „ Le Prieuré | 216 | 64 | 92 | 104 |
| „ de Terme | 500 | 200 | 212 | 300 |
| Fifth growths— | | | | |
| Château Pontet-Canet | 1,400 | 608 | 592 | 920 |
| „ Batailley | 660 | 192 | 200 | 280 |
| „ Gd. Puy-Lacoste | 780 | 60 | 320 | 520 |
| „ Ducasse | 520 | 148 | 320 | 448 |
| „ Vasquez Moussas | 432 | 136 | 186 | 220 |
| „ Dauzac | 960 | 500 | 400 | 640 |
| „ Armailhacq | 1,400 | 300 | 880 | 1,240 |
| „ Cantemerle | 780 | 192 | 290 | 348 |

The yield during the same years of the best known vineyards of the Gironde, producing first "classed" growths of white wines were respectively as follows. There appears to have been a better yield than in any of the previous three years:—

| Classed White Wines of the Gironde. | Annual Yield. | | | |
|-------------------------------------|---------------|------------|------------|------------|
| | 1896. | 1897. | 1898. | 1899. |
| | Hogsheads. | Hogsheads. | Hogsheads. | Hogsheads. |
| First growths:— | | | | |
| Château Yquem | 400 | 84 | 500 | 560 |
| " Vigneau | 140 | 68 | 120 | 96 |
| " Sudraud | 320 | 112 | 160 | 380 |
| " Coutet.. .. | 152 | 52 | 220 | 100 |
| " Climens | 180 | 36 | 172 | 130 |
| " Guiraud | 288 | 100 | 170 | 180 |
| " Rieussec | 340 | 120 | 220 | 360 |
| " Latour Blanche .. | 160 | 50 | 120 | 120 |

Exportation
of Bordeaux
wines.

The exportation of Bordeaux wines, which in 1898 showed a falling-off in the aggregate of 2,449,674 gallons from the previous year, took a turn for the better in 1899 and increased by 1,595,040 gallons. This, it is true, does not bring the exportations up to those of 1897, but, as a decrease has been usual since 1894, the present result must be considered very encouraging. The increase was 1,504,042 gallons in wood and 90,998 gallons in bottle. To Great Britain there was an increase of 342,928 gallons in wood and of 80,702 gallons in bottle, notwithstanding the increase of duty on all wine, and additional duty on wine in bottle.

EXPORTATION of Bordeaux Wines from Bordeaux in 1898
and 1899.

| Countries to which Exported. | Wines in Wood. | | Wines in Bottle. | |
|--|----------------|------------|------------------|-----------|
| | 1898. | 1899. | 1898. | 1899. |
| | Gallons. | Gallons. | Gallons. | Gallons. |
| United Kingdom .. | 3,248,990 | 3,591,910 | 451,720 | 532,425 |
| Germany | 2,315,239 | 2,687,512 | 34,500 | 39,361 |
| Belgium | 1,850,516 | 1,971,701 | 29,831 | 58,852 |
| Netherlands .. | 1,129,191 | 1,439,525 | 28,680 | 31,680 |
| Sweden and Norway .. | 212,196 | 229,758 | 43,123 | 40,146 |
| Denmark | 372,847 | 436,115 | 9,527 | 8,706 |
| Russia | 249,860 | 273,808 | 13,642 | 13,169 |
| Spain | 4,157 | 214,802 | 704 | 1,948 |
| Canada | 13,612 | 11,821 | 11,971 | 11,439 |
| United States .. | 147,175 | 203,822 | 94,648 | 105,522 |
| Argentina | 1,370,743 | 1,150,310 | 12,904 | 11,079 |
| Uruguay | 263,733 | 175,014 | 2,215 | 1,402 |
| Brazil | 289,790 | 247,159 | 30,293 | 27,394 |
| Mexico | 33,574 | 35,313 | 8,223 | 7,721 |
| British India .. | 13,002 | 6,149 | 8,344 | 4,078 |
| British East African Possessions and Mauritius | 71,587 | 115,548 | 7,897 | 2,874 |
| Australia | 443 | 444 | 1,250 | 1,266 |
| Senegal | 195,546 | 332,216 | 50,403 | 39,477 |
| Other countries .. | 795,977 | 763,843 | 108,631 | 97,023 |
| Total | 12,477,723 | 13,931,770 | 947,556 | 1,038,562 |

It will be seen from the above that the increase of wines in wood exported to Germany was even greater than the increase of the same wines to Great Britain, but the increase of wines in bottle exported to Great Britain was considerably greater than the increased export of such wines to any other country. It is, moreover, evident that Great Britain takes considerably more than a quarter of the wines exported in wood from Bordeaux and more than half those exported in bottle. It is also evident that there has been a greater demand than usual for Bordeaux wines in Great Britain, as the amount exported, viz., 4,124,335 gallons, is greater than in any year since 1890. It is not to be wondered at, therefore, that Bordeaux, which depends chiefly on its wine trade for its existence, should look upon Great Britain as its best friend and customer, and be anxious to foster by every means in its power friendly commercial relations with her.

The consternation, therefore, which was manifest among Bordeaux wine merchants in April of last year, when the duties on all wines were raised, was rather superfluous, since the figures, which show an increase of over 80,000 gallons of wine in bottle alone exported to Great Britain during 1899, prove that while the Exchequer reaped a good benefit by the increase of the duties, the Bordeaux trade was similarly favoured by the increase in the

wines exported which, as already stated, exceeded any year since 1890. Moreover, as the duties being more than doubled would forbid the export of much low-priced inferior wine in bottle that was formerly exported to the United Kingdom, the increase in bottled wines must have taken place in higher-priced and finer clarets. The following is a list of the annual exportations of Bordeaux wines to Great Britain since 1891 :—

| Year. | | | | | | Annual Shipments of Bordeaux Wines to United Kingdom. |
|-------|----|----|----|----|----|---|
| | | | | | | Gallons. |
| 1891 | .. | .. | .. | .. | .. | 4,120,446 |
| 1892 | .. | .. | .. | .. | .. | 4,057,306 |
| 1893 | .. | .. | .. | .. | .. | 3,887,730 |
| 1894 | .. | .. | .. | .. | .. | 3,689,114 |
| 1895 | .. | .. | .. | .. | .. | 3,871,054 |
| 1896 | .. | .. | .. | .. | .. | 4,122,206 |
| 1897 | .. | .. | .. | .. | .. | 3,896,360 |
| 1898 | .. | .. | .. | .. | .. | 3,700,710 |
| 1899 | .. | .. | .. | .. | .. | 4,124,385 |

The export of inferior wines in bottle, so long as the duties remain as they are, being practically impossible, except of course under fraudulent marks, there will be an enormous increase in the amount of cheap wines bottled in the United Kingdom. It will, therefore, be more than ever necessary for the consumer, when he asks for Bordeaux wine to see that he gets it; moreover, as will be presently shown, it will be necessary for him to be certain that his claret was grown in France at all. I, therefore, repeat what I have urged in former reports, that buyers should choose their wines according to the marks of wine merchants of standing and repute, and not depend on labels or corks bearing the high sounding names of various Châteaux in France, which are often as illusory as their counterparts in Spain.

On referring to the table of exportations of wine to various countries, it will be seen that the exports in wood to Spain leapt from 4,157 gallons in 1898 to 214,802 gallons in 1899. This is the result of the closing of the special entrepôts in France for blending wines, which has simply resulted in their being transferred across the border to Passages in Spain.

Those wines which were used for blending in France are now sent to Passages to be blended there with Spanish wine. The greater part of them are, I understand, shipped to South America; but no doubt many of them will find their way to other countries, and this is the reason for my warning to buyers, given above, in order that they may not be supplied with clarets made in Spain. There are, I believe, seven or eight Bordeaux houses now established at Passages, where they carry on the blending system, which is no longer permitted in France.

The creation of the new trade at Passages, no doubt, accounts

for the falling-off of wines exported to Argentina, Uruguay, and Brazil, which is very marked. It must, however, be remembered that the same rule obtains with regard to wine growing as to general commerce, and that, just as Great Britain now sees other countries competing with her in trades of which she once had the monopoly, so the old wine-growing countries find competition increasing in all quarters of the globe. It is doubtless to a certain extent true that the falling-off in exportation of French clarets to South America is largely due to the suppression of the special entrepôts in France and their establishment in Spain ; but, nevertheless, the exports of wine to Argentina have been falling-off ever since 1888, notwithstanding the existence of special entrepôts, and the trade has diminished in 11 years by five-sixths. It appears from a report of M. du Périer de Larson, that 10 years ago there were hardly any vineyards in the Argentine Republic, whereas it now produces over 26,000,000 gallons of wine, and Chile produces much more. Uruguay and Brazil are also beginning to produce common wines, and, consequently, the demand for French or other European common red wines decreases in those countries. Happily the demand for the superior French wines, especially clarets, is guaranteed by their bouquet and flavour, which they derive from the soil and the climate, and they, therefore, cannot be grown elsewhere.

The statistics of imported wines tell a very different tale in 1899 to that of 1898, owing to the new duties levied on foreign grown wines and to the suppression of the special entrepôts in France and to the opening of similar establishments in Spain. Thus we see the imports of Spanish wines decrease by 58 per cent. on the previous year, while the total of imported wines decreased by 39 per cent., notwithstanding the large increase of Algerian wines which came to Bordeaux.

Imported
wines.

The countries from which the wines were imported, and the amounts, will be seen from the following table, those from Italy and Algeria alone being on the increase :—

TABLE of Foreign Wines Imported at Bordeaux during the Years 1897-99.

| From— | Quantity. | | |
|-------------------------|------------|------------|------------|
| | 1897. | 1898. | 1899. |
| | Gallons. | Gallons. | Gallons |
| Spain | 21,686,824 | 31,102,605 | 12,980,770 |
| Portugal | 47,982 | 47,332 | 33,792 |
| Italy | 16,352 | 12,887 | 65,296 |
| Austria-Hungary | .. | 22,498 | 2,970 |
| Algiers | 9,770,200 | 6,969,150 | 10,031,340 |
| Other countries | 668,552 | 776,352 | 322,014 |
| Total | 32,189,910 | 38,930,824 | 23,436,182 |

Thus the amount of wine imported was less than in any year since 1893 and 1894, and previous to those years we have to look back to 1884 for a smaller importation. Even thus the wine imported was more than 5,000,000 gallons in excess of the wine exported, the balance of the Bordeaux wine trade being fully shown in the following table :—

TABLE showing Quantity and Value of Wines Exported from and Imported to Bordeaux from 1879-99.

| Year. | Quantity. | | Imports Over or Under Exports. | Value. | | Exports Over Imports. |
|-------|------------|------------|--------------------------------------|------------|------------|-----------------------------|
| | Exports. | Imports. | | Exports. | Imports. | |
| | Gallons. | Gallons. | | £ | £ | |
| 1879 | 27,741,177 | 5,547,768 | - 22,193,409 | 5,579,029 | 478,416 | 5,100,613 |
| 1880 | 25,401,544 | 15,719,806 | - 9,682,238 | 5,310,739 | 1,262,130 | 4,048,609 |
| 1881 | 22,871,984 | 24,418,220 | + 1,546,236 | 5,467,772 | 2,055,207 | 3,412,565 |
| 1882 | 26,591,246 | 22,431,453 | - 4,159,793 | 5,363,373 | 1,730,144 | 3,633,229 |
| 1883 | 24,578,532 | 22,715,504 | - 1,862,928 | 4,842,555 | 1,702,305 | 3,140,250 |
| 1884 | 27,428,125 | 18,809,844 | - 8,618,282 | 5,387,800 | 1,469,655 | 3,918,145 |
| 1885 | 25,669,102 | 24,085,351 | - 1,583,751 | 5,258,159 | 2,057,465 | 3,200,694 |
| 1886 | 28,298,695 | 39,934,533 | + 11,635,838 | 5,707,137 | 3,385,922 | 2,321,215 |
| 1887 | 28,960,876 | 46,843,788 | + 16,882,912 | 5,407,002 | 3,018,029 | 2,388,973 |
| 1888 | 24,892,578 | 46,024,453 | + 20,131,875 | 5,838,931 | 2,927,065 | 2,911,866 |
| 1889 | 26,746,739 | 38,468,574 | + 11,722,135 | 6,292,550 | 2,500,523 | 3,792,027 |
| 1890 | 23,554,577 | 36,320,641 | + 12,766,064 | 6,383,525 | 2,024,061 | 4,359,464 |
| 1891 | 19,298,992 | 45,539,043 | + 26,240,051 | 5,140,274 | 2,551,550 | 2,588,724 |
| 1892 | 18,826,012 | 31,045,672 | + 12,219,660 | 4,559,866 | 1,755,416 | 2,804,450 |
| 1893 | 15,215,158 | 22,673,046 | + 7,457,888 | 4,131,763 | 1,193,392 | 2,938,371 |
| 1894 | 22,939,629 | 17,087,744 | - 5,851,885 | 3,232,099 | 912,134 | 2,319,965 |
| 1895 | 19,235,460 | 27,301,655 | + 8,066,195 | 3,914,828 | 1,531,324 | 2,383,504 |
| 1896 | 19,162,784 | 32,189,443 | + 13,026,659 | 3,653,940 | 1,806,372 | 1,847,568 |
| 1897 | 19,379,938 | 32,709,437 | + 13,329,499 | 3,786,480 | 1,957,640 | 1,828,840 |
| 1898 | 14,213,534 | 38,930,824 | + 24,717,290 | 2,725,453 | 2,329,983 | 395,470 |
| 1899 | 13,289,051 | 23,436,132 | + 10,147,131 | 3,506,936* | 1,402,634* | 2,104,302* |

* Values calculated on those of the previous year.

Spirits.

Bordeaux shares with Tonnay-Charente the bulk of the exportation of cognac, and the amount exported from this port in 1899 was in casks 241,379 gallons, and in bottle 200,209 gallons. The following table gives the details of this exportation :—

EXPORTATION of Brandy from Bordeaux in 1898 and 1899.

| Countries to which Exported. | Brandy in Wood. | | Brandy in Bottle. | |
|---------------------------------|-----------------|----------|-------------------|----------|
| | 1898. | 1899. | 1898. | 1899. |
| | Gallons. | Gallons. | Gallons. | Gallons. |
| United Kingdom .. | 29,350 | 28,624 | 43,137 | 56,149 |
| Netherlands | 59,911 | 60,096 | 5,042 | 6,000 |
| Germany | 45,217 | 37,256 | 7,877 | 5,989 |
| Sweden and Norway .. | 26,569 | 22,857 | 2,525 | 1,876 |
| Russia | 32,484 | 35,393 | 16,390 | 18,558 |
| British India | 162 | 121 | 29,819 | 22,994 |
| Australia | 13 | 291 | 181 | 165 |
| British West Africa .. | 13 | 72 | 247 | 495 |
| Mauritius | 29 | 5 | 1,062 | 2,884 |
| United States | 3,265 | 5,504 | 4,677 | 9,092 |
| Argentina | 5,730 | 8,297 | 32,996 | 17,178 |
| Mexico | 491 | 773 | 2,891 | 3,763 |
| Other countries | 41,079 | 41,690 | 50,211 | 55,066 |
| Total | 244,312 | 241,879 | 197,005 | 200,209 |

In addition to this, the following liquors were exported in 1898-99 :—

| | Quantity. | |
|-------------------------------|-----------|----------|
| | 1898. | 1899. |
| | Gallons. | Gallons. |
| Sparkling wines | 31,121 | 37,962 |
| Sweet wines | 82,927 | 132,710 |
| Wines from other districts .. | 758,978 | 698,722 |
| Vinegar | 95,207 | 114,843 |
| Rum | 62,851 | 72,307 |
| Eaux-de-Vie | 162,142 | 133,392 |
| Liqueurs | 192,729 | 234,545 |

The oysters of 1899 were exceptionally fine and well grown. **Oysters.** Sellers delivered as many as they possibly could at contract prices, but prices were far from firm and had a continued tendency to fall and so must soon find their lowest limit. It appears that at present prices it is no longer remunerative to grow oysters, and the cultivators find it hard to make a living. The situation is getting serious, as year by year prices fall, be the oysters fine or otherwise. It seems, moreover, that the buyers have formed a syndicate which is too strong for the growers when they try to unite to keep up the price of their oysters.

In the report for 1898, a description was given of the forest **Foresta.** fires in that year, which did so much damage to the pine forests of this part of France. I am now able to give the extent of forest devastated by these fires in the Departments of the Gironde,

Landes, and Lot and Garonne, as well as the estimated value of the damage, from figures supplied by the Director of Forests.

| | | | | Area Consumed. | Value of Damage. |
|-----------------------|----|----|----|----------------|------------------|
| | | | | Acrea. | £ |
| Gironde | .. | .. | .. | 24,644 | 50,015 |
| Landes | .. | .. | .. | 16,728 | 71,466 |
| Lot and Garonne | .. | .. | .. | 946 | 1,016 |
| Total | .. | .. | .. | 42,318 | 122,497 |

French plums. The huge crop of 1898 plums was sold out by the end of that year. At the beginning of 1899 there was little to be done in exportation, as speculation had run up prices to impossible limits, and the frosts of April, which came at the moment when the plum trees were in full blossom, and which nearly destroyed the whole crop, only added to the aspirations of those who held the feeble stock remaining. The crop of 1899 was very small, from 200,000 to 300,000 cwts. only, and from the first such prices were paid that export business was an impossibility. The small amount of business done was at the following prices per cwt. :— 50 to 55 plums to the lb., 60 fr. (2*l.* 8*s.* 4*d.*); 60 to 65 plums to the lb., 55 fr. (2*l.* 4*s.*); 70 to 75 plums to the lb., 50 fr. (2*l.*); 80 to 85 plums to the lb., 40 fr. (1*l.* 12*s.*); 90 to 95 plums to the lb., 35 fr. (1*l.* 8*s.* 4*d.*); and 100 to 105 plums to the lb., 30 fr. (1*l.* 4*s.*).

Peas. The pea crop of 1899 was considerably injured by the frosts of April, and re-sowing had to be resorted to, but with indifferent success, the greater part of the peas, naturally, coming on the market rather later in the season than usual. The quality in general was inferior to the previous year, but supplies were rapidly taken up by the packers at fair prices for the growers. Stocks, however, were virtually exhausted very early in the season so that at the end of the year prices rose.

French beans. The crop of French beans was very scanty on account of the continuous drought during the summer months, and prices ruled much higher than in the preceding season. The second crop which comes on in the autumn, and is generally a good one, was practically nil.

Tomatoes. The tomato crop was exceedingly large and greatly over that of 1898. Prices were low and demands for the raw and manufactured article were over former years. Large quantities of both were shipped to the United Kingdom.

Sardines. The continuous stormy weather experienced on the Atlantic seaboard during the past season considerably hampered the sardine fisheries both on the French and Peninsular Coasts, and the results were, in consequence, somewhat unfavourable. The fish caught in Brittany were generally larger than usual all through the season, and were unsuitable for the English market.

However, this was compensated for in September, when shoals of small fish were caught and packed on the coast of Vendée. Prices were much higher than in the previous year, and, notwithstanding this, a fairly good average stock was put aside, which, with the reserves from 1898, will probably suffice for all needs until the new season's fish comes in. A considerable rise in prices may be looked for in future on account of the increase in all kinds of raw materials used in the packing. The Spanish and Portuguese have formed a syndicate with a view to upholding their prices and output, but it is questionable if this will be strictly held to by all those concerned.

The pack of tunny fish was under the average, with higher Tunny fish. prices all through the season, and stocks were small at the end of the year.

The amount of Senegambian gum imported to Bordeaux in Gum. 1899 was 40,150 bags, against 39,000 bags in 1898, being an increase of 1,150 bags. Prices that had shown a slight increase in the latter part of 1898 were still firmer during the course of 1899, and an advance of 10 to 15 per cent., owing chiefly to the large demands in the United States, was noted in December, when business remained firm both for hard and soft gums.

The amount of arachides, or ground nuts, imported to Bordeaux Ground nuts. in 1899 was 527,322 cwts., of which 489,094 cwts. were imported from Senegambia, and 38,228 cwts. from the British possessions on the West Coast of Africa. Prices in 1899 were for Rufisque and Cayor, 21 fr. 50 c. to 22 fr. 75 c. (17s. 3d. to 18s. 2d.) per 2 cwts; Sine, 21 to 22 fr. (16s. 10d. to 17s. 8d.); Saloum, 20 fr. 50 c. to 21 fr. 75 c. (16s. 5d. to 17s. 5d.); and Gambia, 20 fr. 25 c. to 20 fr. 50 c. (16s. 3d. to 16s. 5d.), against 22 fr., 21 fr. 25 c. and 21 fr. (17s. 8d., 17s., and 16s. 10d.) respectively in 1898, the last price applying to both Saloum and Gambian. The price of first quality Rufisque oil was 82 fr. 50 c. to 85 fr. (3l. 8s. to 3l. 10s.) per 2 cwts.; Gambia oil 1st quality, 72 fr. 50 c. to 75 fr. (2l. 18s. to 3l.); 2nd quality, 68 fr. to 70 fr. (2l. 14s. 6d. to 2l. 16s.); 3rd quality, 65 fr. (2l. 12s.).

As anticipated in last year's report, the importation of sulphate Sulphate of of copper during 1899 was a little inferior to that of 1898, and copper. only reached about 12,000 tons, of which 11,460 tons were of British manufacture. Owing to the formation of a powerful syndicate, copper metal rose steadily, and consequently, sulphate of copper, which contains 25 per cent. of copper, showed a very great rise in prices, which assured a good profit to sellers and resellers, and rendered the trade generally more remunerative to all concerned than it has been for some years past. Partly owing to the stocks remaining over from 1898, and to the constantly rising market, purchasers came forward rather reluctantly, and on the other hand, vineyard owners, favoured by fine and dry weather, had comparatively little to fear from the usual cryptogamic maladies of the vine. Thus they used as little sulphate of copper as possible, in many cases even greatly reducing the usually prescribed doses. Towards the middle of

the season, and in anticipation of a sudden outbreak of disease, and therefore of a demand for immediate delivery, many manufacturers and merchants sent forward a considerable stock on consignment to Bordeaux, but, with the fine weather and no malady appearing, this stock (about 2,500 tons), remained unsold, and will only be used in 1900.

Brimstone. The vines were also free from the malady known as "oïdium," and, consequently the demand for sublimated and ground sulphur, which are derived from brimstone, was very limited. Only about 2,500 tons of brimstone reached this port, which means a decrease from 1,000 to 1,500 tons compared with former years. Prices were higher than last season, but with the stocks remaining over they are likely to fall again during 1900.

Creosote. Prices of creosote rose to a very high level during 1899, owing to a very large general demand, especially from the United States, and, consequently, the French railway companies restricted the operations of creosoting sleepers as much as possible. Trials have also been made of using this product in small quantities, mixed with ordinary lime, for coating the vines during the winter, and it is hoped by this an insect known as "cochenille," which does great harm to the vines, by sucking the sap out of the wood, may be destroyed. So far no efficacious remedy has been discovered against this pest, and it yet remains to be seen whether this trial has any success. The total importation to Bordeaux during 1899 was 18,378 tons.

Sheepskins. The year 1899 was very favourable for the sheep-skin trade. Throughout the year prices increased continually, so that by the end of December they were from 50 to 60 per cent. higher than at the beginning of the year. Buyers, confident in the state of affairs, bought freely, and the importations to Bordeaux increased considerably. In 1899 there were imported from the River Plate, 40,624 bales, against 34,081 bales in 1898. From Australia and the Cape, in 1899, 8,883 bales were received, against 4,878 bales in 1898, while 290 bales came from Chile. Nevertheless, the purchases made on the spot, by firms in the South of France, interested in this article, prevented the Bordeaux market from reaping the advantage it should have done in a year so exceptionally good. Consequently the result in this market was very much the same as in the previous year.

Mazamet wool and skin market. The cloth factories of Mazamet, in the Department of the Tarn, did not do so much business in 1899 as in the previous year. In 1898 the output from the Mazamet and St. Amans districts was 25,544 cwts. of cloth, swan-skin, and flannel, whereas in 1899 the output fell to 24,476 cwts., being a decrease of 1,068 cwts. or about 4 per cent. The great advance in the price of wool brought great gain to the fellmongers, but it is a question whether it was any advantage to the manufacturer.

Fell-mongering. The year 1899 closed a decade of uninterrupted increase in the fellmongering trade. The total exports in 1889 were 142,904 cwts., and in 1899 they were 367,395 cwts. The skins

received at the various stations were in 1899, 774,368 cwts., against 732,075 cwts. in 1898, being an increase of 42,293 cwts. The output from Mazamet station, which is the centre of the area of production, in washed and scoured cloth in 1899 was 367,395 cwts., against 298,680 cwts. in 1898, giving an increase of 68,715 cwts. Prices, already high, increased throughout the year, and were in December 60 per cent. higher for merinos, and 35 to 40 per cent. higher for cross-breds, this being the highest point reached since 1871. The average value of the wools, which was, in 1898, 3 fr. (2s. 6d.) the kilo. (2·2 lbs.), was 4 fr. 10 c. (3s. 3d.) at the end of 1899. The mean value for pelts in 1898 was 6 fr. 10 c. (4s. 11d.) per dozen, whereas for 1899 it was 8 fr. (6s. 5d.). The value of the production was, therefore, approximately 3,640,000l. The United Kingdom was the best customer of Mazamet for combing wools, while Germany, having bought in other markets, only made restricted purchases there. The production of scoured carding wools constantly tends to diminish, on account of the favour shown to worsteds. However, that class of goods will always be produced, as it finds a regular outlet in the mills of Germany, Russia, France, and to a small extent, of Spain. Fine wools have been everywhere in very great favour, owing to the ever-growing abundance of cross-breds in Argentina and Australia. It appears, however, as if, by reason of the scarcity of fine wool, a reaction will be brought about in favour of cross-breds, for which higher prices have, of late, been obtained. In the colonial markets, prices of raw material have risen in proportion, as the pullers were able to obtain higher rates for wool, and pelts have reached such a point as to leave very little margin for profit. The skins imported were 774,368 cwts., and wool in grease 49,786 cwts., making a total of 824,154 cwts. The countries whence this wool came were: Argentina and Uruguay, 560,000 cwts.; Australia, 200,000 cwts.; Cape, Spain, and Africa, 14,368 cwts.; French and Spanish wool in grease, 49,786 cwts. In 1898 Spanish wool figured largely, but this was not the case in 1899, as exchange was against the importer. Notwithstanding the rising prices, French wool has never been more in favour, which has been a very good thing for the farmers in the South of France.

The output of dried pelts in 1898 was 127,335 cwts., and, Pelts and in 1899 143,384 cwts., or an increase of 16,049 cwts. Prices of tanning, pelts, which in January, 1899, were 15 fr. (12s.) per dozen, for choice River Plate, were in December last, 21 fr. (16s. 10d.). In the same way, Australian pelts, which were at 10 fr. 50 c. (8s. 5d.) for first choice, have risen to 17 fr. 50 c. (14s.). The United States have been the great factor in the rise during the last six months, as more than half of the production may be reckoned as having been exported thither. It is probable that prices will be maintained, even if a further rise does not take place. The tanneries of the Mazamet district, having shared in the general rise of all raw material, were able to follow the upward movement of prices and did a very considerable business, the result being much better than in 1898.

Hosiery. The hosiery trade of Mazamet, which employs from 500 to 600 people, had no better luck than the cloth trade, and for the same reasons, viz., the dearness of raw material and the poor demand for the produce, even at low prices.

Manure. Lower Languedoc makes use of all the waste produce of the mills, which, after special treatment, is converted into fertilising material and is much valued by vine-growers. The amount made in 1899 was 5,801 tons, valued at 21,000*l.*, as against 5,265 tons in 1898. A public conditioning-house for wool was opened at Mazamet on the last day of 1899 at a cost of 8,000*l.* and is expected to give an increased impetus to the commerce of the district.

Coal. In 1899 the total importation of British coal to Bordeaux was 678,964 tons, being an increase of 209,389 tons on the previous year. It will be remembered that there was a falling-off in 1898 of 17,460 tons, owing to the South Wales strike, so that the excess in 1899 must stamp it as a record year, especially with the prices prevailing during the last quarter. The chief increase was in Welsh coal, and there was also an increase in north country coal, while Scotch coal fell below the usual quantity. The amount of British coal imported in 1899, in vessels other than British, was 188,110 tons, against 110,585 tons in 1898; and this was almost entirely in vessels under the Norwegian flag, so it is evident that those vessels are entering into considerable competition with those of our own country. It is certain, however, that most of these steamers are really afloat with British capital, and fly the foreign flag in order to be worked more economically.

The amount of coal imported in British vessels during the last three years was :—

| Articles. | Quantity. | | |
|-----------------------|-----------|---------|---------|
| | 1897. | 1898. | 1899. |
| | Tons. | Tons. | Tons. |
| Scotch | 111,241 | 126,967 | 87,925 |
| Welsh | 224,838 | 163,715 | 307,105 |
| North country | 79,720 | 67,273 | 95,824 |
| Total | 415,299 | 357,955 | 490,854 |

Building timber.

The continued increase in prices, brought about by the diminished production of building timber in the north, resulted in a somewhat diminished importation here. Another reason for this is to be found in the growing consumption of the native-grown timber of the Landes and Pyrenees for building purposes. Naturally, these cannot replace the fine timber of Archangel, Sweden, and Finland for joiners' work, and yet the demand for these has only been in proportion to the requirements, and consequently in 1899 about 1,500 standards were imported less than in 1898. Importers are well acquainted with the situation, and are

the first to regret it, inasmuch as it is not in their power to modify it, especially with the prices now ruling, and those that are probable in 1900. Moreover, Bordeaux, which in times gone by supplied the greater part of Southern France, now finds competitors in Rochefort, Bayonne, Cette, and even Marseilles. Stocks are weak, but will last out until the timber season arrives. Freights were made in good time, and were relatively low—42 to 45 fr. (1*l.* 13*s.* 6*d.* to 1*l.* 16*s.*) for the Gulf of Bothnia and Finland, and 68 to 70 fr. (2*l.* 14*s.* 5*d.* to 2*l.* 16*s.*) for Archangel. This does not take into account certain charters made late in the season, for immediate delivery at high freights, and which must not be included in striking an average.

IMPORTATION of Building Timber to Bordeaux during the last Seven Years.

| Year. | Number of Vessels. | Standards of Sawn Timber. | Lasts of Hewn Timber. |
|--------------|--------------------|---------------------------|-----------------------|
| 1893 | 83 | 22,979 | 8,549 |
| 1894 | 104 | 31,469 | 4,701 |
| 1895 | 76 | 25,841 | 2,419 |
| 1896 | 66 | 31,429 | 1,603 |
| 1897 | 68 | 25,323 | 3,555 |
| 1898 | 59 | 24,972 | 936 |
| 1899 | 58 | 20,004 | 1,109 |

The amount of pit-wood exported from Bordeaux was about Pit-wood. 442,000 tons, and from Pauillac about 60,000 tons, as well as about 3,000 tons in small sailing vessels. The ruling price was 10*s.* a ton, but this price is slightly rising, and contracts for 1900 have been concluded for larger quantities than last year, at an advance on last year's prices. Freights also have been variable, ruling high on account of the war, and of the high price of coal. During the first quarter of 1900, freights have been 5*s.* 6*d.*, 5*s.* 3*d.*, and 5*s.* 9*d.*

As mentioned in the report for the year 1898, the harvest of Wheat. that year was not good in South-western France; still the importation of wheat in 1899 was very small, as millers were able to buy in the centre and west of France enough wheat to carry on with until the harvest of 1899 was gathered in. This harvest, having been very good, millers did not have to look beyond their own districts for supplies after the month of August. Prices fell continuously in 1899, and having been 22 fr. 50 c. to 23 fr. (18*s.* to 18*s.* 5*d.*) per 2 cwts. (2·751 bushels) in January, and from 21 to 22 fr. (16*s.* 10*d.* to 17*s.* 4*d.*) in April, they fell to 19 and 18 fr. (15*s.* 2*d.* and 14*s.* 5*d.*) in August, and from then to the end of the year they varied between 17 and 19 fr. (13*s.* 7*d.* and 15*s.* 2*d.*).

Prospects for the 1900 harvest leave little to be desired in this part of France, as the young corn has not suffered from the

effects of frost and thaw, which have done serious damage in the north and centre of France. Still, it is hardly likely that the harvest will be as abundant as that of 1899, and should the rain continue to fall far into April the crops will be seriously damaged.

Flour.

The situation of flour remained the same in 1899 as it was in 1898, that is to say, it was bad for the millers. There was over-production everywhere, and the millers of this part of France were the most unlucky, the Bordeaux trade and the bakeries of the district being assailed with offers from the millers of the centre and north. Lastly, in 1899, as in 1898, flour was always below the equivalent price of wheat, and as was remarked in the last annual report this state of affairs will continue until means are found of facilitating the exportation of flour from this country, which produces, as a rule, more than it can consume. Several projected Bills to accomplish this are under consideration, and it is probable that one or other of them will be adopted before long.

Oats.

From January, 1899, until the harvest, the Bordeaux market depended entirely on Brittany and the centre of France for its oats, and prices varied from 16 to 18 fr. (12s. 10d. to 14s. 5d.) until August. It then seemed necessary to import, in order to make up for the falling-off in the harvest, which had not been a good one. Several thousand tons of "mixed No. 2" were actually bought in America, but prices having risen there, and being stationary here, these contracts were cancelled, and up to the end of the year this market was once more supplied with oats from the centre of France and Brittany. The price remained at 16 fr. to 17 fr. 50 c. (12s. 10d. to 14s.) per 2 cwts. (2·751 bushels).

Maize.

The maize harvest was very good in 1899, and during the last quarter of the year, importations were much smaller than in the other quarters, when a great deal of maize was imported from Roumania, the River Plate, and the United States to compensate for the deficiency in the harvest of 1898. Prices varied, according to quality and source, from 12 fr. 50 c. to 16 fr. (10s. to 12s. 10d.) the 2 cwts. duty paid.

Walnuts.

The walnut crop of 1899 promised to be the biggest on record, as the trees were simply crowded with fruit, but the long drought of the summer, especially the more than tropical heat of some days at the beginning of October, dried up a considerable amount of fruit on the trees, and the crop was thereby greatly diminished. Still, it is an exaggeration to say that the crop was a bad one, for as a matter of fact it was a good average crop. It is, however, a pity that it did not turn out as large as it promised, for the Californian walnut crop was a failure, and there was a great demand from the United States. Consequently, those exporters who had sold large quantities in anticipation in August and September, had to pay very high prices to cover themselves.

Prices in August and September, ran from 20 fr. 50 c. to 26 fr. (16s. 5d. to 1l. 0s. 10d.), and in November from 25 to 33 fr. (1l. to 1l. 6s. 6d.). The whole crop was sold at those prices, and it was not sufficient on account of the enormous demand in the United

States, which would have taken from 10,000 to 20,000 sacks more had they been procurable.

There was a brisk demand for shelled walnuts from England, although prices were very high. They sold at 135 to 158 fr. (5*l.* 8*s.* to 6*l.* 6*s.* 5*d.*) in January, falling to 105 to 125 fr. (4*l.* 4*s.* to 5*l.*) in October, and rising in December to 138 to 142 fr. (5*l.* 10*s.* 5*d.* to 5*l.* 13*s.* 7*d.*). Shelled
walnuts.

The French codfish season on the Banks of Newfoundland, good as it was in 1898, was still better in 1899, the amount brought home to Bordeaux in the former year being 665,610 cwts., and in the past year, 783,429 cwts. Prices, however, remained the same in both years, being from 23 to 25 fr. (18*s.* 4*d.* to 1*l.*) the cwt. The number of vessels employed on the banks was in 1898 177, and last year 183. Codfish.
Newfound-
land.

The Iceland fishery showed a better result in 1899 than in 1898, the quantities brought to Bordeaux in 1898 being 47,623 cwts., and in 1899 52,917 cwts. Prices also were better, rising from 25 to 28 fr. (1*l.* to 1*l.* 2*s.* 6*d.*) in 1898 to 28 to 30 fr. (1*l.* 2*s.* 6*d.* to 1*l.* 4*s.*) in 1899. While 59 vessels were equipped for this fishery in 1898, only 56 vessels were sent to Iceland in 1899. Iceland.

The importations of coffee in 1899 reached 105,558 bags, while 108,698 bags were sold, being 3,140 bags more than the arrivals. Prices were generally higher at the end of the year than at the commencement. Costa Rica, which was at 47 to 49 fr. (1*l.* 17*s.* 6*d.* to 1*l.* 19*s.* 2*d.*) in January, rose to 50 to 75 fr. (2*l.* to 3*l.*) in December; Brazilian, from 39 to 75 fr. (1*l.* 11*s.* 2*d.* to 3*l.*) in January, to 34 to 56 fr. (1*l.* 7*s.* 4*d.* to 2*l.* 4*s.* 10*d.*) in December; Guayra and Puerto Cabello, from 39 to 75 fr. (1*l.* 11*s.* 2*d.* to 3*l.*) to 49 to 65 fr. (1*l.* 19*s.* 2*d.* to 2*l.* 12*s.*); Mexican, 42 to 75 fr. (1*l.* 13*s.* 4*d.* to 3*l.*) to 47 to 65 fr. (1*l.* 17*s.* 6*d.* to 2*l.* 12*s.*); Puerto Rico and Santiago, 55 to 74 fr. (2*l.* 4*s.* to 2*l.* 19*s.* 2*d.*) to 62 to 90 fr. (2*l.* 9*s.* 7*d.* to 3*l.* 12*s.*); Hayti, 41 to 55 fr. (1*l.* 13*s.* to 2*l.* 4*s.*) to 42 to 56 fr. (1*l.* 13*s.* 4*d.* to 2*l.* 4*s.* 10*d.*); Indian, 72 to 105 fr. (2*l.* 17*s.* 6*d.* to 4*l.* 4*s.*) to 76 to 105 fr. (3*l.* 0*s.* 10*d.* to 4*l.* 4*s.*). Coffee.

The arrivals of cocoa during the year at Bordeaux were 67,021 bags, and there were sold out of stock 59,572 bags. Prices fell slightly during the year, except for Trinidad, which experienced a slight rise. Bahia and Para was, in January, 95 to 97 fr. (3*l.* 16*s.* to 3*l.* 17*s.* 7*d.*), and in December 90 to 100 fr. (3*l.* 12*s.* to 4*l.*); Guayra and Carupano, 92 to 100 fr. (3*l.* 13*s.* 7*d.* to 4*l.*) and 88 to 95 fr. (3*l.* 10*s.* 5*d.* to 3*l.* 16*s.*); Guayaquil, 97 to 105 fr. (3*l.* 17*s.* 7*d.* to 4*l.* 4*s.*) and 88 to 95 fr. (3*l.* 10*s.* 5*d.* to 3*l.* 16*s.*); Hayti, 78 to 85 fr. (3*l.* 2*s.* 6*d.* to 3*l.* 8*s.*) and 70 to 88 fr. (2*l.* 16*s.* to 3*l.* 10*s.* 5*d.*); Trinidad, 94 to 97 fr. (3*l.* 15*s.* 2*d.* to 3*l.* 17*s.* 7*d.*) and 98 to 100 fr. (3*l.* 18*s.* 4*d.* to 4*l.*). Cocoa.

Turpentine. Sales of turpentine were very easy on the Bordeaux market during the whole of 1899, notwithstanding the large supplies brought into the markets of Mont de Marson, Dax, and Bordeaux. The stock remaining on hand at the end of the season was very small owing to the large amount exported.

Prices have been generally on the rise since April, 1899, when they averaged 74 fr. (2*l.* 19*s.* 2*d.*) per 2 cwts.; in August and September they were 81 fr. (3*l.* 5*s.*); during the last three months of the year 88 fr. (3*l.* 10*s.* 5*d.*); and in the first three months of 1900 they rose to 96 fr. (3*l.* 16*s.* 8*d.*) the 2 cwts. f.o.b. subject to a discount of 3½ per cent.

Resin and pitch.

The stock of resin and pitch remaining on hand at the commencement of 1899 weighed heavily on the market, and prices ruled lower than in the previous year. The production of 1899 was larger than ever known before, and consequently there is an enormous stock of clear pitch on hand, which it is impossible to sell at present. On the other hand, the stock of resins has run out. Prices were as follows:—

| | | Per 2 Cwts. | | | |
|------------------------|----|-------------|---------|---------------------|---------------------|
| | | Currency. | | Sterling. | |
| | | From— | To— | From— | To— |
| | | Francs. | Francs. | <i>s.</i> <i>d.</i> | <i>s.</i> <i>d.</i> |
| Resin, extra pale | .. | 22 | 26 | 17 7 | 20 10 |
| „ superior | .. | 15 | 21 | 12 0 | 16 9 |
| „ ordinary | .. | 14 | 15 | 11 2 | 12 0 |
| Pitch, clear, superior | .. | 12 | 13 | 9 7 | 10 5 |
| „ ordinary | .. | 11 | .. | 8 9 | .. |
| „ black | .. | 9½ | 10 | 7 7 | 8 0 |

Petroleum. There are three petroleum refineries in the Department of the Gironde, viz., at Blaye, St. Loubés, and Bègles. The first two have special bonded tanks, so that the duty is only paid on the petroleum as it is refined, at the rate of 90 fr. (3*l.* 12*s.*) per ton. The duties paid by the three refineries in 1898 amounted to 160,940*l.* on 43,538 tons of petroleum. The refined article sells from the refineries as follows:—Petroleum, 31 fr. (1*l.* 5*s.*) per 22 gallons; essence, 38 fr. 50 c. (1*l.* 10*s.* 10*d.*); and best, (1*l.* 16*s.*).

None of the oil is exported. These refineries give work to about 400 men. The raw material is imported from Russia and the United States, almost entirely in British tank steamers. The amount of crude petroleum imported in 1898 was 30,884 tons, and in 1899 28,365 tons.

Population and public health.

The population of Bordeaux, which was estimated at the census taken in 1896 to be 256,906, may be taken to be at present about 260,000, not, it is true, owing to the increase of births, but to the immigration from the country, which is evident from the way

that building is progressing and the outlying villages are absorbed by the city.

The following are the official figures of births, deaths, marriages, and divorces for the last three years :—

| | | | | Total Number in the Year— | | |
|----------------------|----|----|----|---------------------------|-------|-------|
| | | | | 1897. | 1898. | 1899. |
| Births | .. | .. | .. | 5,369 | 5,159 | 5,234 |
| Deaths | .. | .. | .. | 5,183 | 5,381 | 5,735 |
| Marriages | .. | .. | .. | 2,220 | 2,261 | 2,097 |
| Divorces | .. | .. | .. | 211 | 216 | 203 |
| Judicial separations | .. | .. | .. | 33 | 40 | 67 |

Thus, in 1899 the birth-rate, estimating the population to have been 260,000, was just over 20 per 1,000 and the death-rate 22 per 1,000. The health of the city was satisfactory throughout the year, with the exception of the almost general prevalence of influenza, which carried off a great many elderly persons. The summer was excessively hot, and there was, as usual in such seasons, a scarcity of water, and yet there were no outbreaks of zymotic disease or any epidemic.

The principal public work of the year has been the transformation of the city tramways from horse-traction to electric motive-power, and from an English to a French company. It is true the work is not yet complete, but the outer circle of the Boulevards has now an excellent service of electric tramways, and there is one line completed through the town from the Boulevards to the river. By the end of the year the whole system will doubtless be complete. In the morning and evening for an hour workmen's cars are to be run and the fare charged will be $\frac{1}{2}d.$, and for that sum they will be able to ride about 5 miles. The surrounding villages are being rapidly united with the city and with one another by a net-work of electric tramways, and these lines will eventually be permitted to extend their systems into the centre of Bordeaux by various routes not served by the town tramways. Consequently, in a short time Bordeaux will be in constant and easy communication with the whole country round for a radius of about 6 miles from its central point.

BAYONNE.

Mr. Vice-Consul Paul Schoedelin reports as follows :—

In order to impart a general idea of the navigation and commerce of Bayonne during the year 1899, and at the same time to afford a ready means of comparison with the returns of the previous year, the principal statistics of the years 1898 and 1899 are subjoined together in tabular form.

BAYONNE.

ENTERED.

| | | Number of Vessels. | Tons. | Total. | |
|-------------------|----|-----------------------|---------|-----------------------|---------|
| | | | | Number of Vessels. | Tons. |
| 1898. | | | | | |
| Various countries | .. | 681 | 224,376 | } | 308,438 |
| British | .. | 103 | 79,062 | | |
| 1899. | | | | | |
| Various countries | .. | 737 | 225,550 | } | 307,937 |
| British | .. | 108 | 82,387 | | |
| Increase | .. | .. | .. | 61 | 4,499 |

CLEARED.

| | Number of Vessels. | Tons. | Total. | |
|----------------------|-----------------------|---------|-----------------------|---------|
| | | | Number of Vessels. | Tons. |
| 1898. | | | | |
| Various countries .. | 664 | 219,443 | } 770 | 301,134 |
| British | 106 | 81,691 | | |
| 1899. | | | | |
| Various countries .. | 747 | 228,485 | } 853 | 310,354 |
| British | 106 | 81,919 | | |
| Increase .. | .. | .. | 83 | 9,220 |

RETURN of all Shipping at the Port of Bayonne during the
Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| French | 139 | 8,376 | 296 | 171,411 | 537 | 179,787 |
| British | 2 | 849 | 106 | 81,539 | 108 | 82,387 |
| Spanish | 17 | 697 | 130 | 17,011 | 147 | 17,708 |
| Belgian | ... | ... | 28 | 11,902 | 28 | 11,902 |
| Norwegian | ... | ... | 18 | 13,210 | 18 | 13,210 |
| Danish | 1 | 126 | 1 | 806 | 2 | 932 |
| Dutch | 2 | 266 | 2 | 1,479 | 4 | 1,739 |
| Russian | 1 | 272 | ... | ... | 1 | 272 |
| Total | 162 | 10,586 | 683 | 297,351 | 845 | 307,937 |
| „ for the year preceding ... | 136 | 10,315 | 648 | 293,123 | 784 | 303,438 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| French | 141 | 8,579 | 407 | 175,274 | 548 | 184,153 |
| British | 2 | 849 | 104 | 81,070 | 106 | 81,919 |
| Spanish | 18 | 760 | 129 | 16,583 | 147 | 17,343 |
| Belgian | ... | ... | 28 | 11,902 | 28 | 11,902 |
| Norwegian | ... | ... | 17 | 12,699 | 17 | 12,699 |
| Danish | ... | ... | 2 | 1,014 | 2 | 1,014 |
| Dutch | 3 | 392 | 1 | 660 | 4 | 1,062 |
| Russian | 1 | 272 | ... | ... | 1 | 272 |
| Total | 165 | 11,152 | 688 | 299,302 | 853 | 310,354 |
| „ for the year preceding ... | 127 | 9,395 | 643 | 292,039 | 770 | 301,424 |

As regards the British shipping there has been a slight improvement in the tonnage of arrivals—

| Year. | Tonnage. | |
|-------------------|----------|----------|
| | Inward. | Outward. |
| In 1898 | 79,062 | 81,691 |
| 1899 | 82,387 | 81,919 |
| Increase, 1899 .. | 3,325 | 228 |

The following tables show the employment of the British vessels frequenting the Port of Bayonne in 1899, showing separately those that arrived or sailed loaded, as against those in ballast :—

ARRIVALS.

| Laden. | | In Ballast. | | Total. | |
|--------------------|--------|--------------------|-------|--------------------|--------|
| Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| 98 | 74,665 | 10 | 7,722 | 108 | 82,387 |

Of these vessels, 86 all laden, measuring 63,121 tons, were employed in the direct trade, the remaining 22 measuring 19,266 tons were employed in the indirect trade as follows:—

| From— | Number of Vessels. | Tons. | Remarks. |
|----------------------------------|--------------------|-------|------------------------------|
| Turkey | 1 | 847 | Laden |
| Belgium.. .. . | 1 | 209 | " |
| Argentine Republic | 1 | 1,269 | " |
| New Caledonia | 1 | 1,311 | " |
| United States of America | 4 | 5,142 | " |
| Spain | 6 | 4,130 | Laden, of which 2 in ballast |
| France | 6 | 4,780 | Ballast |
| Portugal | 2 | 1,628 | " |

DEPARTURES.

| Laden. | | In Ballast. | | Total. | |
|--------------------|--------|--------------------|--------|--------------------|--------|
| Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| 27 | 18,847 | 79 | 63,072 | 106 | 81,919 |

Out of these vessels, 29 measuring 19,113 tons were engaged in the direct trade, viz., 26 measuring 18,138 tons laden, and 3 measuring 975 tons in ballast. The remaining 77, measuring 62,806 tons, were employed in the indirect trade as follows:—

| To— | Number of Vessels. | Tons. | Remarks. |
|----------------|--------------------|--------|------------|
| Italy | 1 | 699 | Laden |
| Spain | 73 | 61,146 | In ballast |
| France | 3 | 959 | " |

The following table will show the respective shares taken by

the various countries of the world in the sea-borne trade of Bayonne, coasting trade excepted, during the years 1898-99 :—

ENTERED.

| Countries whence Arrived. | 1898. | | 1899. | |
|---------------------------|--------------------|----------|--------------------|----------|
| | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. |
| United Kingdom .. | 174 | 124,952 | 204 | 147,206 |
| Spain | 205 | 60,551 | 225 | 61,848 |
| Portugal | 3 | 1,252 | 2 | 1,628 |
| Belgium | 31 | 15,063 | 30 | 13,184 |
| Russia | 2 | 2,396 | 1 | 272 |
| Sweden and Norway .. | 2 | 493 | 1 | 126 |
| Turkey | 1 | 778 | 1 | 847 |
| Germany | 1 | 511 | .. | .. |
| Roumania | 1 | 1,369 | .. | .. |
| Netherlands | 2 | 1,451 | .. | .. |
| Argentine Republic .. | 1 | 872 | 2 | 2,185 |
| Algiers | 8 | 5,209 | 12 | 7,083 |
| New Caledonia | 1 | 718 | 1 | 777 |
| United States of America | 8 | 9,673 | 5 | 6,196 |
| Total | 440 | 225,288 | 484 | 240,797 |

CLEARED.

| Countries whither Cleared. | 1898. | | 1899. | |
|----------------------------|--------------------|----------|--------------------|----------|
| | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. |
| United Kingdom .. | 122 | 79,893 | 151 | 92,203 |
| Spain | 323 | 151,879 | 321 | 137,069 |
| Portugal | 3 | 376 | .. | .. |
| Belgium | 13 | 5,039 | 10 | 4,166 |
| Russia | .. | .. | 1 | 126 |
| Denmark | 2 | 318 | .. | .. |
| Norway | .. | .. | .. | .. |
| Germany | 8 | 3,018 | 10 | 3,394 |
| Sweden | 1 | 209 | .. | .. |
| Newfoundland | 3 | 509 | 2 | 398 |
| Algiers | 5 | 3,150 | 12 | 8,653 |
| Canada | 1 | 1,352 | .. | .. |
| Italy | .. | .. | 2 | 769 |
| Holland | .. | .. | 1 | 318 |
| Total | 481 | 245,643 | 510 | 246,996 |

It will be seen from the foregoing tables that by far the greater Trade with part of the trade is carried on with the United Kingdom, although Great Britain. the same cause that has always checked the progress of commerce with Great Britain and her colonies still continues, owing to there being no regular line from Great Britain for general merchandise.

The small quantity of general merchandise that comes from Great Britain finds its way chiefly *viâ* Antwerp, the northern French ports, and Bordeaux; but the transit expenses, together with agents' commission and numerous sundry expenses, render the trade with Great Britain for small consignments almost impossible. Although I am unable to supply any figures as regards the quantity of goods of English make that reach these parts by the various routes, yet it may be of interest to give a rough list of English and colonial produce, which finds a demand here, and which would be considerably increased if the means of transport were improved, namely:—Agricultural implements, cement, superphosphates, chemicals, pig-iron, creosote, pitch, linoleum, jute, preserves, tea, sulphate of copper, sewing machines, wall paper, whisky, beer, &c., whilst the exports would consist principally of resinous matters, wool, flour, wine, gherkins in brine, fruit, cork, rags, &c. It should at the same time be borne in mind that Bayonne is, as it has always been, an important market for Spanish merchants, owing to the proximity of the frontier. The Spanish merchants like to see what they buy, but this cannot be done, as the shipping facilities at present do not permit local firms to have British merchandise in the bonded stores.

**Shipping
facilities.**

As many steamers which arrive in the Adour discharge their cargoes at Boucau-Bayonne, and as disputes frequently arise between shipmasters and merchants, it will be of interest to ship-owners to know that the Court of Appeal at Pau, by its decision of May 31, 1898, annulled the decision of the Tribunal of Commerce of Bayonne of December, 17, 1897, which condemned the merchants to pay the steamer "Craigendoran" the sum of 1,059 fr. for delay occasioned by refusing to discharge the steamer at any other berth than the one designated, *viz.*, La Brèche Boucau, which the steamer was obliged to quit during three days owing to bad weather. This decision considerably affects British steamers, which are frequently delayed during bad weather, as they have no option but to indemnify the merchants for discharging or loading at a safe berth or else to wait for an improvement in the weather. If a similar case were again brought before the Tribunal of Commerce of Bayonne, the decision would in all probability be given in favour of the ship, and be again cancelled by the Court of Appeal.

RETURN of Principal Articles of Export from Bayonne during
the Year 1899.

| Articles. | | Quantity. |
|------------------------------------|------------|-----------|
| Cereals | Cwts. . . | 12,204 |
| Resinous matters | Tons | 21,693 |
| Pit-wood | " | 160,369 |
| Manganese ore | " | 2,000 |
| Chemical products | Cwts. . . | 1,248 |
| Cotton and woollen tissues | " | 1,358 |
| Slates for roofing | Tons | 419 |
| Chestnut wood, timber | " | 18,781 |
| Railway sleepers | " | 22,675 |

RETURN of Principal Articles of Import to Bayonne during the
Year 1899.

| Articles. | | Quantity. |
|-------------------------|---------------|-----------|
| Cereals | Cwts. . . | 177,421 |
| Coal | Tons | 275,931 |
| Cement | Cwts. . . | 13,584 |
| Algerian wine | Gallons | 844,019 |
| Other wine | " | 80,705 |
| Hides | Cwts. . . | 95 |
| Iron ore | Tons | 128,103 |
| Superphosphates | Cwts. . . | 336,320 |

British coal is a very important article of shipping between **Coals.** ports of the United Kingdom and Bayonne, and forms one half of the aggregate importations to this country. The quantity imported last year was 275,931 tons, against 255,055 tons in 1898; freights rose about 20 per cent. on the rates of the previous year up to the month of April; they went down until November, when they again had an upward tendency.

The quantities imported, as obtained from an official source, are as follows:—

IMPORTS of Coal in 1899.

| Articles. | Quantity. |
|-----------------------|-----------|
| | Tons. |
| Scotch | 60,834 |
| Welsh | 185,870 |
| North England | 29,227 |

For the last eight years the market prices of pit-wood have **Pit-wood.** not varied to any great extent.

They ranged from 10 to 11 fr. per ton delivered in wagons at Bayonne-Boucau, and sold from 8s. to 9s. per ton f.o.b. During this period the price of the resinous produce remained fairly low.

Frequent fires have occurred during the summer months, compelling the owners to sell the wood at once, through their inability to keep it in good condition. During the year 1899 there were fewer fires, these occurring only in the further parts of the district. The market prices showed but slight changes, although the price of resinous substances rose, and reached a very high figure; consequently the owners preferred not to cut the trees, so as to be able to draw the resin, thus raising the prices of pit-wood.

It must be observed, however, that the prices did not attain the height they should have done, owing to prior engagements which the owners had to carry out, and to the exporters themselves being often tied by their contracts with the English mines; also through a certain amount of trees which had to be cut on account of their old age and for the purpose of thinning the forests.

The price of resin during the coming year is expected to remain high, and consequently the pit-props will fetch a high price should there be no fires. The exporters' engagements with the mines expire in June.

The prices f.o.b. Boucau are already 10s. per ton, and this has not been the case for a very long time; and in waggon 12 fr. per ton instead of from 10 fr. to 11 fr. as was the price last year.

Resin and
turpentine.

Owing to the high prices for turpentine the proprietors are tapping the pine trees with great animation, but the temperature is not favourable for the production, and it would not be surprising if it occurred late, and not so abundant as on other years.

The price of resins will be exceptionally high on account of the stock being entirely exhausted. As regards essence of turpentine, the prices of the American supply will have to be taken into consideration, particularly this year, as there is a question of reducing the customs duty; nevertheless, it is believed prices will remain high.

Dyes.

Large quantities of chestnut wood, very plentiful in these parts, have been shipped during the past year to Nantes and Rouen, where the dye is extracted. There are at present no firms here working this branch of trade; it is, however, reported that a German company proposes starting.

Chocolate

The exportation of chocolate seems to be gradually disappearing, owing to the Paris and Bordeaux competition.

Sardines.

The trade in dried sardines has been almost entirely superseded by Bordeaux.

Crape.

Crape is very much worn and deserves the careful attention of British firms.

Hats.

The soft felt hats chiefly worn here are of French make.

Cigar cutters.

French tobacconists have nothing approaching the latest inventions in cigar cutters. Would it not pay an enterprising firm to send a competent traveller to canvass this country?

Bazaars.

Here, as in most parts of France, bazaars or general stores seem to do a large trade, but such articles of British manufacture as household utensils, venetian blinds, towel-rollers, washing machines, icing machines, travelling bags, &c., are scarcely ever found.

Pushing the
sale of British
goods.

There is undoubtedly an immense amount of business lost

which might be done if British manufacturers went the proper way about it; their travellers generally seem ignorant of everything as regards duty and freight on the goods they are offering, and even frequently quote their prices in pounds, shillings, and pence, delivered at some port of shipment in the United Kingdom, and they do not seem to grasp that it does not suffice for travellers to have a knowledge of the French language, but that they must also be experienced in the customs and habits of the French merchants and tradesmen, and the way in which they do business.

As the grain harvest of last year was on an average a good **Agriculture** one, being everywhere plentiful and of good quality, the quantity imported was very small, and prices remained moderate.

As already observed in my last report, there are very few **Factories** manufactories in this district, although there are large tracts of waste land on both the right and left bank of the River Adour, available for such works.

Amongst the most important foundries is the Compagnie des Hauts Fourneaux. During the year 1898 the firm purchased:—

| Articles. | Quantity. |
|-----------------------|-----------|
| | Tons. |
| Iron ore | 130,000 |
| Manganese ore | 4,200 |
| Chrome ore.. .. . | 3,600 |

Their output during the same year amounted to—

| Articles. | Quantity. |
|-------------------------------------|-----------|
| | Tons. |
| Cast-iron | 67,000 |
| Ferro-manganese and ferro-chrome .. | 4,500 |
| Iron | 1,200 |
| Ingots of Bessemer steel | 45,000 |
| Bessemer steel rails | 25,000 |
| " " bars | 12,000 |
| Ingots of raw steel | 14,000 |
| Waggon wheel rims | 8,000 |

In all, 37,000 tons of limestone, 140,000 tons of coal, and 85,000 tons of coke were consumed in manufacturing the above-mentioned hardware.

The chemical works of La Société de Saint Gobain, which are **Chemical** being pushed forward with activity, and principally produce super-**manufactory** phosphates and various chemical substances, chiefly acids, have not only conferred immediate benefit on the locality from the employment given to a large number of persons, but have opened a new branch of trade in this district. They have already received from Great Britain a few cargoes of phosphates, slag, and coals. The principal articles produced are: sulphuric acid, nitric acid, sulphate of iron, sulphate of copper, and superphosphate.

The extensive works of Leglise employ large quantities of
(546)

creosote, principally shipped from England and Belgium, for the purpose of preserving the railway sleepers. Large quantities have been shipped during the past 12 months to Algiers.

The cement works, which employ the slag of the Boucau Iron-works, export but a very small quantity, most of their output being used for local consumption.

Amongst the most important works in the Bas-*es* Pyrenées are the flour mills of Messrs. Larran and Co., of Cauneille-les-Peyrchorade; Messrs. Heid, fils and frères, of Pau; and Messrs. Lapelle, Lotenlère, and Co., at Orthez. These firms received, during the year 1898, large quantities of both French and foreign grain, of which a large part entered under the system of temporary admission, that is, they were permitted to receive the grain and re-ship it when turned into flour free of duty. It was all exported to Germany, Belgium, and Switzerland.

Fisheries.

The ports of Cap Breton, Biarritz, Saint Jean de Luz, Bidart, Guethary, and Handaye are only used for fishing purposes, this being the only industry of the people on the littoral. The fishing boats employed are mostly without decks and about 14 yards long. The quantity of fish caught at Cap Breton annually amounts to about 116,000 lbs., which is sold on an average of about 12s. per 100 lbs., and is principally sent to Bordeaux, Bayonne, Pau, Tarbes, and Toulouse. Sardines are the principal fish caught at Biarritz, and are sold from 6s. to 8s. per 1,000. There are special salt depôts which fishermen are permitted to use free of duty. At Saint Jean de Luz the fishing is effected by a few steam trawlers and about 100 small fishing smacks. The fish caught consists chiefly of soles, tunny fish, sea-eels, and haddocks. The average prices are as follows:—Tunny fish, 4*d.* per lb.; mullet, dorado, and haddock, 3*d.* per lb.; sea-eels, 2½*d.* per lb.; mackerel, 1*s.* per doz.; sardines, 6s. per 1,000; anchovies, 10s. per 100 lbs.

Oys'ers.

The cultivation of oysters at Cap Breton, about 12 miles from Bayonne, has of latter years increased in importance, and affords employment to a considerable number of people.

Mines.

Very little progress has been made during the past year in mining. The iron-ore mines at Biagorry, which, at first supposed to be very rich, were worked by a French company with a capital of 250,000*l.*, have been practically abandoned.

Salt.

The output of the salt mines in this district is considerable. The quantity during the past year was not so large as before, owing to large stocks. The demand was restricted entirely to home consumption.

Public works.

The splendid and extensive quay on the left bank of the Adour, which affords excellent moorings for large vessels, is now almost complete, as well as the railway from the quay, which meets the lines from Bayonne to Spain, and from St. Jean-Pied de Port and Osses. It is, however, to be feared that, owing to the disappointing results of the mines, which were expected to bring to Bayonne a considerable trade, the results will not amount to what was anticipated.

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REPORT FOR THE YEAR 1899

ON THE

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REFERENCE TO PREVIOUS REPORT, Annual Series No. 1807.

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Report on the Trade of Corsica for the Year 1899

By MR. CONSUL HOLMES.

(Received at Foreign Office, April 23, 1900.)

The last report on the trade and commerce of Corsica will have demonstrated that the volume of trade is not important, and little change it seems has taken place since it was issued. Inquiries made in various quarters as to the present position of trade in the island have invariably elicited the same reply: it is stationary. And yet if the amount of dues collected at the custom-house can be accepted as a criterion of trade, the above statement cannot be said to be accurate. The returns for 1899 are not yet available so it is impossible to say whether there was any improvement in that year or not, but during the years 1895-98 inclusive, the customs receipts were not stationary. They were diminishing year by year. From 2,894,786 fr. in 1895 they fell to 2,410,789 fr. in 1898, a decrease of 483,997 fr. or a little over 19,000*l.* in three years. It is true this diminution is not to be attributed solely to a restricted importation, but must be partly ascribed to the fact that the duties on flour imported from Marseilles were paid in that port and not in the ports of destination as it appears was formerly done. Exports also decreased during these years. An examination of the returns shows that whilst many of the principal articles were dwindling, only a very few were increasing, though in one or two cases the increase recorded was considerable.

The future outlook, however, is not without some hope of improvement. If, as is said to be the case, the replanting of the existing vineyards with American vines is proceeding apace and fresh ground is being brought under cultivation, a noticeable increase in the manufacture and export of wine may be looked for. In other branches of trade, such as the sale of timber, mineral waters, and fruit, as well as in the mining industry, an improvement may also be expected.

A Chamber of Commerce was formed at Ajaccio in December last, and consists of 9 members chosen from among the principal merchants and shopkeepers of the town.

(554)

A 2

Bank of
France.
Imports.
Coal, &c.,
from
the United
Kingdom.

A branch of the Bank of France has also been opened at Ajaccio.

With the exception of coal, which Mr. Vice-Consul Southwell, of Bastia, estimates at about 8,000 tons per annum, imports from the United Kingdom are scarcely worth mentioning, being confined to an insignificant quantity of fancy biscuits and tinned goods, a little more than sufficient to supply the limited demands of a few tourists during the season.

Foodstuffs.

A large proportion of the foodstuffs consumed in the country are imported chiefly from France and Italy. The principal of these are flour, sugar, coffee, potatoes, rice, butter, cheese, lard, wine, salt, salted fish, and chicory. A list showing the quantity of these and other imports during the years 1897-98 will be found in Annex A. The returns for the year 1899 are not yet published, and cannot, therefore, be quoted.

That the importation of such articles as flour, potatoes, wine, butter and lard, and occasionally even meat and fowls, should be at all necessary in a country possessing a fertile soil in the mountain valleys as well as in the lowlands is not a little surprising.

Exports.
Principal
articles of
export.

The more important articles of export are fresh and preserved fruit, gallic acid, chestnuts and chestnut flour, bark for tanning, wine, oil, charcoal, citrons and oranges, cork bark, and antimony ore. A more complete list will be found at the end of this report. (Annex B.)

Comparing the official returns for 1898 with those for 1897, I find that the only exports which have increased to any extent are gallic acid, bark used in tanning, chestnuts, preserved fruits, and olive oil; the rest have either remained stationary or have greatly decreased. To give one or two examples of the latter: the quantity of wine (vins ordinaires) exported in 1898 was less by 143,746 litres than it was in the preceding year. Fresh and dried fruits diminished by 288,518 kilos., cork bark by 226,757 kilos., citrons, oranges, and lemons by 168,267 kilos., antimony ore by 254,375 kilos., and mineral waters by 287,781 kilos. Of the former, the only article which need be noticed here is gallic acid. The exportation of this product, which is extracted from chestnut wood, has increased considerably. From 2,319,650 kilos. in 1896 it rose to 3,932,088 kilos. in 1897, and again in the following year to 4,561,532 kilos., an increase of 2,241,882 kilos. in the two years.

Gallic acid.

Destruction of
chestnut trees.

The Director of Customs in his annual report draws attention to this rapid increase which he deplores, remarking that as the chestnut forests constitute one of the riches of the island, it is lamentable to see so large a number of proprietors sacrificing their trees to the exigencies of the moment. When it is explained that chestnuts and chestnut flour form the staple food of the peasant in the district where the trees grow, and, as the British Vice-Consul at Bastia in his report for 1899 observes, that the replanting of the trees is not compulsory, the mild protest of the Director of Customs will be seen to be amply justified.

Under the head of industries there is little to add to what was said in the last report from this Consulate.

Of the few industries at present carried on that of extracting gallic acid tannic acid from chestnut wood is just now perhaps the most flourishing in the island, the quantity exported having considerably augmented of late years.

The factories at Bastia for preserving citrons continue to prosper, but I am informed that the candied fruit is no longer exported in such large quantities as formerly. It is now found cheaper to export the fruit in barrels of brine, and in this condition most of it is sent to Leghorn where the candying process is carried out. Some interesting particulars of this industry will be found in the report of the Vice-Consul at Bastia.

A cheese factory was recently established by a Frenchman in the neighbourhood of Calvi, and it is said to be a profitable undertaking, the cheese produced rivalling in flavour and quality the famous Roquefort.

With its abundance of ligneous material Corsica not only supplies its own requirements but contributes also to the necessities of its neighbours. The larger bush supplies the material for charcoal of which large quantities are exported to France, Italy, Sardinia and Spain. In 1898, 1,885,000 kilos. were exported to France, and 1,245,000 kilos. to the other countries mentioned.

From the same source is also derived the material for the manufacture of pipes. The arborescent heath (Bruyère) of the Corsican hills is still said to be the best, but the supply is rapidly diminishing, and this industry, which consists in the preparing and cutting up of the roots into rough pipe-shaped blocks chiefly for the French market, is consequently on the decline, and will, it is thought, cease altogether in a few years. Good Corsican roots, indeed, are now so scarce that in order to keep up the business it is found necessary to import roots from Sicily.

The forests are used for the supply of railway sleepers, bark, timber, gallic acid, and pinewood for the manufacture of paper at Lyons.

With the exception of a few steamers carrying tourists, and a few yachts, no British ships visited Ajaccio in 1899. A return of all shipping at this port in 1899 is given in Annex C.

A question of importance to the trade and commerce of Corsica and one which affects more or less all classes in the island is the proposed reorganisation of the mail service between Corsican ports and the South of France.

For some time past it has been a matter of general complaint that the service as at present carried on is inadequate and prejudicial to the commercial development of the island. The inhabitants complain that there is no daily delivery at any port in the island; that the charges for freight are very high, being in some instances as much as double the rates charged to Algiers, though the distance is less than half, and that the rate of speed is far too slow. The French Government have been repeatedly urged to

remedy this state of affairs by granting an increased subvention and instituting a daily and accelerated service with reduced freights, but so far without result. Recently, however, a Parliamentary Committee was appointed to examine this question of Corsican mails and it was confidently expected that some if not all the desired improvements would be speedily introduced. But the Committee, whilst recommending the establishment of a daily service between Nice, Calvi and Ile Rousse, proposed at the same time to abolish the existing bi-weekly service Nice-Ajaccio and Nice-Bastia, which is not at all what the people of Ajaccio and Bastia desire. They ask for the number of steamers calling at their ports to be increased and not reduced, and they see no advantage in having a daily steamer from Nice to Calvi and Ile Rousse in preference to Ajaccio and Bastia. The suggestions of the Committee have consequently caused much dissatisfaction, and have evoked strongly worded protests from the local Chambers of Commerce and from some of the Corsican Deputies.

Calvi and Ile Rousse were doubtless selected by the Committee from their proximity to Nice, but the difference between the distance from Nice to Calvi or Ile Rousse and from Nice to Bastia or Ajaccio is too slight, it is urged here, to justify the substitution of the shorter for the longer route in view of the detriment to the two largest and most important towns which such a change would occasion. As a further argument against the proposal it is added that the landing facilities both at Calvi and Ile Rousse are inadequate and that in bad weather ships cannot approach the shore.

**Agriculture.
Backward
state of
agriculture.**

Agriculture in Corsica is not in a flourishing condition, and the methods employed at the present day are very much what they were 100 years ago. Ploughs made entirely of wood are still used, and crops are threshed out under the hoofs of mules or oxen.

**Italian
labourers.**

A very large proportion of the work in the fields and market gardens is done by Italians, some 20,000 to 30,000 of whom come over every year from Tuscany, arriving in October and departing again to their homes in June. They are paid at the rate of 2 to 3 fr. a day.

Cereals.

Maize, wheat, barley, and rye are raised in small quantities, but it is rather as a fruit, wine and oil producing country that Corsica must be regarded, though minerals may possibly at some future time take a more important place among the products of the island. There are now said to be some 30,000 acres planted with vines and the quantity of wine produced annually amounts to about 7,500,000 gallons. Of olive oil about 43,521 kilos. (42 tons 17 cwts.) were exported in 1898.

Vines.

Olive oil.

**Fruit and
vegetables.**

A fairly large export trade is done in fresh fruit and vegetables, and if the much desired daily steamers to the Continent are organised it will receive a fresh impetus.

**Tobacco
plant.**

The cultivation of the tobacco plant is said to be increasing in all parts of the island. It grows well but the leaf is strong and contains much nicotine. Some purchases were made last year on

behalf of the French Régie. The sale of tobacco in Corsica is not as yet a Government monopoly.

The establishment of a school of agriculture at Ajaccio has been quite recently sanctioned by the French Government. School of agriculture.

For Ajaccio as a winter station the past season has not been favourable. The unusually cold and rainy weather which prevailed during the first three months of the present year caused some of the visitors who had arrived in the early part of the winter to make a more speedy departure than they would otherwise have done. Then again the small-pox, which, though not of the bad kind, was prevalent throughout the autumn and winter, doubtless kept most of those who knew of its existence away from the island. Ajaccio. Health.

One case of typhoid fever was reported at the military hospital and one outside. The former proved fatal, the latter recovered.

Annex A.—RETURN of Principal Articles Imported to Corsica during the Years 1897-98.

| Articles. | | Quantity. | |
|------------------------------|------------------|-----------|----------|
| | | 1897. | 1898. |
| Steel | Tons and cwts... | 29-15 | 29-7 |
| Cattle.. .. . | Head | 922 | 610 |
| Timber | Tons and cwts... | 1,290-12 | 502-9 |
| Spirituos liquors | Gallons | 80,575 | 46,013 |
| Earthenware.. .. . | Tons and cwts... | 306-19 | 206-2 |
| Bar iron | " | 376-8 | 362-15 |
| Forage | " | 1,309-15 | 856-15 |
| Cheese | " | 173-6 | 151-8 |
| Wheat and flour | " | 26,518-2 | 21,844 |
| Coal | " | 8,755-9 | 10,178-4 |
| Furniture | " | 215-13 | 62-8 |
| Paper and stationery | " | 230-14 | 250 14 |
| Potatoes | " | 588-9 | 565-1 |
| Salt fish | " | 188-17 | 194-9 |
| Pottery | " | 448-17 | 450-4 |
| Rice | " | 610-1 | 537-8 |
| Soap | " | 389-11 | 565-18 |
| Lard | " | 72-3 | 71-9 |
| Sugar | " | 2,022-9 | 1,935-7 |
| Tobacco | " | 262-14 | 203-11 |
| Textiles— | | | |
| Woollen | " | 46-8 | 47-3 |
| Cotton | " | 461-19 | 437-3 |
| Silk | " | 2-9 | 2-10 |
| Mixed | " | 6-11 | .. |
| Linen | " | 41-1 | 35-15 |
| Glassware | " | 321-12 | 199-2 |
| Wines | Gallons | 140,060 | 144,014 |

**Annex B.—RETURN of Principal Articles Exported from Corsica
during the Years 1897–98.**

| Articles. | | Quantity. | |
|------------------------------|------------------|-----------|----------|
| | | 1897. | 1898. |
| Timber | Tons and cwts... | 7,363-10 | 4,975-7 |
| Charcoal | " " .. | 5,210-16 | 3,083-14 |
| Chestnuts and chestnut flour | " " .. | 1,858-11 | 2,538-11 |
| Horses | Head | 350 | 25 |
| Rags | Tons and cwts... | 111 | 87-4 |
| Fruit (fresh and dried) .. | " " .. | 587-9 | 303-4 |
| Candied fruit | " " .. | 315-3 | 362-11 |
| Mineral waters | " " .. | 507-16 | 224-5 |
| Bark for tanning | " " .. | 811-5 | 1,126-6 |
| Gallic acid | " " .. | 3,873-19 | 4,494-2 |
| Cheese | " " .. | 116-13 | 8-6 |
| Game | " " .. | 42-14 | 1-1 |
| Olive-oil | " " .. | 29-8 | 42-17 |
| Wool (raw) | " " .. | 50-4 | 12-15 |
| Cork bark and corks | " " .. | 564-8 | 249-19 |
| Vegetables | " " .. | 408-5 | 170-2 |
| Antimony ore | " " .. | 1,167-1 | 916-9 |
| Hides and skins | " " .. | 146-18 | 166-7 |
| Fish | " " .. | 156-4 | 87-12 |
| Wine | Gallons | 54,198 | 22,573 |

**Annex C.—RETURN of all Shipping at the Port of Ajaccio
during the Year 1899.**

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------|--------------------|---------------|--------------------|----------------|--------------------|----------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 2 | 4,239 | 2 | 4,239 |
| French | 76 | 7,903 | 470 | 194,568 | 546 | 202,461 |
| Italian | 92 | 5,002 | 1 | 563 | 93 | 5,565 |
| Spanish | 5 | 791 | 1 | 314 | 6 | 1,105 |
| Total ... | 173 | 13,696 | 474 | 199,674 | 647 | 213,370 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------|--------------------|---------------|--------------------|----------------|--------------------|----------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 2 | 4,239 | 2 | 4,239 |
| French | 76 | 7,750 | 473 | 195,448 | 549 | 203,198 |
| Italian | 92 | 5,002 | 1 | 563 | 93 | 5,565 |
| Spanish | 5 | 791 | 1 | 314 | 6 | 1,105 |
| Total ... | 173 | 13,543 | 477 | 200,564 | 650 | 214,107 |

BASTIA.

Mr. Vice-Consul Southwell reports as follows :—

Bastia has always been the commercial centre of Corsica, and since the opening of the railway its imports and exports have greatly increased, while those of the other ports of the island remain of small importance.

The new port was only opened to commerce about 1880, and **Port works.** is already too small for the increasing trade, but works are now nearing completion giving 800 feet of new quays with a minimum depth of 20 feet of water alongside, and ample quay space.

The only line of steamers, till recently, running between **Shipping.** Bastia and France is subsidised to carry the mails to Marseilles and Nice. The contract expired some years ago, and the service is only maintained under a temporary agreement by vessels inadequate for a satisfactory passenger service. The absence of all competition enabled such high rates to be maintained for freight as to be very detrimental to the export trade, but a competing line recently commenced to run a steamer weekly and great improvements in the service were expected. It is now reported that an arrangement has been come to by which this competition will cease, and the carrying trade with France become a monopoly again.

Much produce is finding an outlet in the United Kingdom, Germany, and Belgium, for the reason that British regular lines of steamers make this a port of call, taking goods at reasonable rates for London, Hull, Liverpool, Hamburg, and Antwerp, avoiding the cost of sending goods to Marseilles for transhipment. Their trade is steadily increasing.

With the exception of coals, which are imported from Cardiff **Imports.** and the Tyne to the extent of about 8,000 tons per annum, the imports from the United Kingdom are almost nil, and until the island recovers somewhat from the agricultural depression which has lasted some years, I do not look for much opening for British goods.

I am glad to be able to report that the dredging of the port is being done by British machinery.

As more attention is being paid to mining, there may be some opening later for British mining machinery, but there is none at present.

Exports consist chiefly of citrons in brine for the manufac- **Exports.** ture of candied peel, extract of chestnut wood for tanning, box wood, and minerals, exported to the United Kingdom, America, and Germany; pine-wood, to Italy; extract, walnut-wood, beech-wood, cork, and a little oil, to France.

Citrons continue to be grown in large quantities and of superior **Citrons.** quality. An average crop is 3,000 tons, worth about 20% per ton. None of it is consumed in France.

Before this fruit is in a fit state to be preserved in sugar it must remain in brine for some time; in this state it is taken by the United Kingdom, Germany, and the United States. A

certain quantity is preserved in sugar at Bastia, but now only for Holland. This was once an important manufacture here, but the trade has been much disturbed by varying regulations as to import duties in the different importing countries. First, the German trade was lost by removal there of duty on citrons in brine, and the imposition of a heavy duty on preserved or candied citron. This was followed by similar legislation in the United States. These two countries now import the fruit in brine and preserve it in sugar themselves.

There remains only Holland as a buyer of the preserved citron. The consumption there is very large, but this customer is likely to be lost to Bastia also, owing to French customs regulations; for it is cheaper to make candied citron in Italy out of Corsican fruit and French sugar, than to do so in Corsica, a French department. French sugar used in Italy profits by the French Bounty Law on exported sugar to the extent of about 1*l.* 15*s.* per ton, while makers in Corsica, though allowed to manufacture in bond, and so avoid sugar duty on the produce they export, are not allowed to benefit by the export bounty on the sugar so exported. One factory has, therefore, been removed to Leghorn. Two factories have recently been established at Antwerp for this manufacture. There appears to be some advantage there connected with the drawback of duty on export allowed on sugar found by analysis in the preserved citron, so much fruit now goes there to be manufactured for the British and Dutch markets.

The consumption of the various countries of Corsican citrons is about yearly :—

| Country. | | | | | Quantity. |
|----------------|----|----|----|----|-----------|
| | | | | | Tons. |
| United States | .. | .. | .. | .. | 700 |
| United Kingdom | .. | .. | .. | .. | 500 |
| Germany | .. | .. | .. | .. | 500 |
| Holland | .. | .. | .. | .. | 600 |
| Belgium | .. | .. | .. | .. | 300 |
| Italy.. | .. | .. | .. | .. | 400 |
| Total | .. | .. | .. | .. | 3,000 |

Tanning
extract.

The tanning industry is carried on by two large factories which export together about 4,000 tons of extract per annum, in concentrated liquid form. To prepare this quantity requires nearly 20,000 tons of wood of the sweet chestnut tree yearly. The immense forests are equal to supplying the demand for many years; but this tree not being under the control of the Administration of Woods and Forests its wholesale destruction without compulsory replanting will, it is feared, in time not only influence adversely the climate of large districts, but cause much misery in those districts where chestnut flour forms the staple food of the peasants. It is prepared from the dried fruit of the sweet chestnut.

In the meantime the advantages of such an industry in the country are so many that it is to be hoped it may continue to prosper.

The wood is cut into chips by powerful machinery and the tannin extracted by soaking in water, which is then boiled down in vacuum pans to the consistency desired.

About one half of the production is consumed in Germany and the rest in France and Italy. Very little goes to the United Kingdom.

Large forests of beech-wood are now being used chiefly to supply railway sleepers. Beech wood.

Excellent saw-mills have been erected and this wood can now be supplied sawn to any dimensions and forms.

The mineral water spring of Orezza, near Bastia, is very rich in free carbonic acid and carbonate of iron. It is renowned throughout France and the French colonies as a valuable tonic water without any disagreeable taste of iron. It is found to be of such value in malarial districts that one of the conditions under which the present owner holds the concession from the department is, that he must supply the water in all parts of Corsica at a merely nominal price, so as to bring it within the reach of all classes. Mineral water.

I understand that arrangements have now been made for the export of this water to the United Kingdom and British colonies, where it is but little known at present.

The rise in value of all metals has given some impetus to mining in Corsica, and several mines are now being opened up with excellent prospects. Though shipments of ores are not yet of much importance they are likely to improve steadily. Minerals.

Bastia is the centre of the mining industry.

Sulphide of antimony has been worked for many years in three mines situated in the Cap Corse but production has somewhat diminished owing to need of development of these mines. Antimony.

Copper occurs in many places, but is only being worked seriously at two mines. One owned locally is producing copper pyrites assaying about 48 per cent. sulphur and 4 per cent. copper. The other, owned by an English Company, is now being opened up, but is not yet shipping ore. Copper.

A very important lode is now being worked of arsenical pyrites or mispickel containing about 40 per cent. arsenic. As the works are proceeding in depth the ore is becoming rich in copper with some silver. Arsenic.

Several other mines are being prospected in this district, and no doubt a judicious employment of capital would obtain good results.

Most of the minerals produced are shipped to England.

In the following return the French vessels are almost entirely employed in the coasting trade between Bastia and France, which trade is reserved to the French flag. Shipping.

The vessels of other countries are chiefly Italian, the steamers being subsidised Italian mail-boats running between Bastia and Leghorn.

Annex A.—RETURN of all Shipping at the Port of Bastia during the Year 1899.

ENTERED AND CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------------|--------------------|-------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | ... | ... | 18 | 19,132 | 18 | 19,132 |
| French ... | 43 | 3,330 | 368 | 194,745 | 411 | 198,075 |
| Other countries ... | 86 | 4,286 | 105 | 58,330 | 191 | 62,616 |
| Total ... | 129 | 7,616 | 491 | 272,207 | 620 | 279,823 |

Annex B.—RETURN of Principal Articles of Export from Bastia during the Year 1899.

| Articles. | To Foreign Countries. | | To France. | | Total. |
|------------------------|-----------------------|-------|------------|--|--------|
| | Tons. | | Tons. | | Tons. |
| Citrons in brine | 2,155 | 81 | 2,236 | | |
| Candied citrons | 223 | .. | 223 | | |
| Chestnuts | 636 | 872 | 1,508 | | |
| Tanning extract | 2,936 | 2,995 | 5,931 | | |
| Cork and bark | 1,402 | 368 | 1,770 | | |
| Minerals | 158 | 393 | 551 | | |
| Mineral water | .. | 283 | 283 | | |
| Charcoal | .. | 1,926 | 1,926 | | |

RETURN of Principal Articles of Import to Bastia during the Year 1899.

| Articles. | From Foreign Countries. | | From France. | | Total. |
|--------------------------|-------------------------|--------|--------------|--|--------|
| | Tons. | | Tons. | | Tons. |
| Petroleum | 442 | .. | 442 | | |
| Tobacco and cigars | 154 | .. | 154 | | |
| Coals | 9,323 | 103 | 9,426 | | |
| Cotton goods | 10 | 281 | 291 | | |
| Woollen goods | .. | 533 | 533 | | |
| Coffee | 349 | .. | 349 | | |
| Rice | 412 | .. | 412 | | |
| Flour | 817 | 10,531 | 11,348 | | |
| Iron and steel | .. | 321 | 321 | | |
| Machinery | .. | 92 | 92 | | |

No. 2435 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE CONSULAR
DISTRICT OF NICE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2283.

*Presented to both Houses of Parliament by Command of Her Majesty,
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No. 2435.

Annual Series.

Reference to previous Report, Annual Series No. 2283.

*Report on the Trade and Commerce of the Consular District of Nice
for the Year 1899*

By CONSUL-GENERAL SIR J. HARRIS.

(Received at Foreign Office, May 4, 1900.)

If there ever was any doubt that the commercial prosperity of Nice was wholly bound up with the advent and sojourn of annual visitors, and that nothing could in any way make up to her for their absence during the winter months, this fact would be made abundantly clear this year when circumstances have kept away so many of the usual English votaries of the French Riviera. Great falling-off in English visitors.

A dead set has been made against Nice in favour of certain Italian localities, ostensibly on sanitary grounds. Figures applicable to the outbreak of typhoid at Nice in the autumn of 1898 have been made to do duty for the autumn of 1899, which latter was singularly free from that malady, while it has been alleged that the main drain under the promenade or parade along the sea front, which is eventually to be carried to a pumping station at the Var, though carried but a short way was nevertheless being utilised to drain the town, thus poisoning the portion of the promenade nearest its temporary outlet. The truth is that the new main drain will only be used at all when entirely completed.

In the meantime the drainage is carried by means of pipes, as it has been for some years back and with good results, into the sea to a distance of 80 metres from the shore and discharged at a depth of 40 feet from the surface. Drainage of Nice.

There were during the winter a few cases of small-pox, restricted entirely, I believe, to the old town where no strangers reside, but this caused a scare, nevertheless, and several visitors were vaccinated afresh. The health of Nice during the last months of the year was decidedly good, but the first three months of the present year have been exceptionally cold, rainy, and windy, and the mortality has been increased thereby. Health of Nice. Mortality.

(575)

A 2

amounting in the month of March to nearly 100 more than the usual average; this increase was due in great measure to phthisis and pneumonia, chiefly among elderly people.

Defective mode of compiling lists of mortality.

It is much to be regretted that the monthly lists of mortality published by the Mairie leave so many of the causes of death unmentioned, lumping them together as "other causes," so that it is hardly possible to form a correct judgment as to some of these causes.

The harbour of Nice.

The reconstruction of a portion of the Eastern or Collier's Quay, and the deepening of the harbour at the same point is in progress, and is so far the only improvement which has been taken in hand in the port of Nice. An electric tram-line has been laid along the whole length, which when properly utilised will connect it with the subsidiary railway station at Riquier, and should in time also connect it with the gasworks.

Electric tram-lines.

Electric trams have been substituted in January last for the old horse trams throughout Nice by the Thomson-Houston Company, and they have been extended to Villefranche with a view to being eventually carried to Monte Carlo. The lower Corniche Road is, however, so narrow and is bordered, moreover, in great part by overhanging cliffs that it will be necessary to greatly widen it at enormous cost, before it can be utilised for electric traction as well as for carriage traffic. Already the tramway along the Villefranche Road is greatly complained of and has been the cause of several accidents. There is no doubt, however, that within the town limits the electric is a great improvement on the old system.

The Nice Carnival a commercial speculation.

A curious fact illustrative of the great place the Carnival festivities occupy in the native mind is, that while overhead wires have been generally adopted by the Tramway Company, these are replaced by an underground system in the Avenue de la Gare and other streets traversed by the huge carnival cars with the height of which the overhead wire system would, doubtless, have unduly interfered. This change of system which has been imposed by the municipal authorities in settling the terms of their concession to the company is in itself a proof that the Nice carnival is regarded quite as much as a Commercial speculation with which nothing can be allowed to interfere, as in the light of an amusement for the populace. Hence numerous and large money prizes are given for the best cars, cavalcades, and even single masks, calculated not only to cover their cost, but also to leave a considerable margin of profit, while all this expenditure is undertaken for the purpose of attracting strangers to the place and filling the hotels and lodging-houses.

The building trade.

The building trade has shown remarkable activity during the last year. At the present moment there are symptoms of a decline in rents, and should this decline further assert itself, the building industry might suffer a severe temporary check. There has not been, however, any recurrence of the wild and unreasonable speculation in land or houses of 20 years ago, and no crisis in this trade is therefore to be apprehended.

There is nothing very new in railway schemes to be recorded. The projected line between Nice and Cuneo through the Col de Tende is pretty much at the point recorded in my last year's report, excepting that the Minister of War has announced that the Etat-Major of the Army are carrying out a survey of the line. A local paper states with some complacency that this is the first time a War Minister has been known to contemplate the scheme as a whole, he having so far only considered the section nearest to Nice. We are, therefore, still very far from its accomplishment, unless the military survey in question should result in giving it a great strategic importance.

Railway
schemes—
Nice to Cuneo.

The tunnel of St. André which is to unite the Sud de France line at Puget Théniers in the Upper Valley of the Var with the Valley of the Durance, and the line between Digne and Grenoble are further advanced, the military authorities having induced the Government to devote to it 1,000,000 fr. which sum may at least serve to set the tunnel works in motion.

Sud de France
line.

On December 19 last the University of Paris accepted Mr. Raphaël Bischoffsheim's donation of the Observatory at Nice, together with a sum of 2,500,000 fr. for its endowment in perpetuity, the latter sum to be paid over at his death. This splendid gift includes two smaller establishments, one at Mont Monnier and another at Mont Maccason. The handsome library contains 6,000 volumes and the value of the whole property including instruments, &c., is estimated at nearly 3,000,000 fr.

The Nice
Observatory.

It is worthy of remark as illustrating the commercial development of the Riviera that there are some 30 share companies engaged in various industries at Nice, 11 at Monaco or Monte Carlo and one at Mentone. Of these the following have been inaugurated since January 1, 1897:—1. Les Halles et Marchés de Menton. 2. Compagnie Electrique de la Méditerranée et Turkie. 3. Société Immobilière Française de Monte Carlo. 4. Société Immobilière Iris-Villa à Monaco. 5. Hotel de Paris et Annexes Compagnie de Monte Carlo. 6. Société Anonyme de Distribution d'Eau, de Force et de Lumière de Monte Carlo supérieur. 7. Grand Hotel, Monte Carlo, Limited. 8. Société du Grand Hotel de Londres, Monte Carlo. 9. Brasserie de Nice. 10. Société Générale d'Alimentation du Littoral, Nice. 11. Compagnie des Tramways de Nice et du Littoral. 12. Société Nîçoise d'Electro-Chimie. 13. Céramique Industrielle des Alpes-Maritimes. 14. Compagnie Générale des Grands Hotels Méditerranéens. 15. Distillerie Blanqui. 16. Raffinerie d'Huiles d'Olive de Nice. 17. Société d'exploitation du Palais de la Jetée Promenade. 18. Forces Motrices des Alpes-Maritimes.

New
companies.

The latter company taps the Var River in the gorge of La Mesela and uses its reservoirs chiefly for the purpose of generating electricity. The aggregate share capital of the above 18 companies amounts to 21,500,000 fr.

In 1898-99 the market quotations of these values reached their highest point, but the depression of this season has caused

many of them to largely decline. As an instance, the Forces Motrices shares, which were quoted at 850 fr. up to December last, are now quoted at their original face value of 500 fr.

It is, therefore, impossible to deny the sensitiveness of these local values to even a temporary diminution in the number of our season visitors, such as at present; the mere dread that such falling-off might repeat itself and bring about a decline in the prosperity of the Riviera is in itself sufficient to bring everything down with a run.

Imports from Great Britain. There are unmistakable indications that the importation of British and even American goods is on the increase, but it is impossible to state to what extent this is the case, as very little is imported direct, but comes to us from Paris, Bordeaux, or Marseilles. This plan tends to increase prices, while the shipping of goods direct to Nice, or with one transshipment only at Marseilles or Genoa, would seem to be quite feasible, and would entail no such freights, commissions, &c., as are levied by the railways.

RETURN of all Shipping at the Port of Nice during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------------|--------------------|---------------|--------------------|----------------|--------------------|----------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 23 | 25,626 | 23 | 25,626 |
| French | 6 | 918 | 6 | 2,886 | 12 | 3,804 |
| coasting ... | 495 | 36,353 | 475 | 169,492 | 970 | 195,845 |
| Italian | 100 | 2,107 | 13 | 6,422 | 113 | 7,529 |
| Austro-Hungarian | 3 | 917 | 36 | 28,600 | 39 | 29,517 |
| Spanish | 14 | 6,612 | 10 | 3,650 | 24 | 9,262 |
| Norwegian and | 1 | 880 | 3 | 1,509 | 4 | 1,889 |
| Swedish | 5 | 1,804 | 1 | 1,140 | 6 | 2,944 |
| Divers | 7 | 1,804 | 1 | 1,140 | 8 | 2,944 |
| Total | 626 | 47,491 | 567 | 228,027 | 1,193 | 275,518 |
| " for the year | 1,035 | 172,659 | 124 | 78,425 | 1,159 | 251,084 |
| preceding ... | | | | | | |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------------|--------------------|---------------|--------------------|----------------|--------------------|----------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 23 | 25,626 | 23 | 25,626 |
| French | 3 | 1,081 | 4 | 3,728 | 7 | 4,807 |
| coasting ... | 495 | 36,541 | 449 | 152,783 | 944 | 190,329 |
| Italian | 74 | 1,420 | 12 | 6,128 | 86 | 7,548 |
| Austro-Hungarian | 3 | 696 | 31 | 27,532 | 34 | 28,227 |
| Spanish | 7 | 1,312 | 7 | 2,869 | 14 | 4,181 |
| Norwegian and | 1 | 190 | 3 | 1,509 | 4 | 1,699 |
| Swedish | 5 | 917 | 1 | 1,140 | 6 | 2,057 |
| Divers | 7 | 1,804 | 1 | 1,140 | 8 | 2,944 |
| Total | 588 | 42,156 | 530 | 221,618 | 1,118 | 263,774 |
| " for the year | 1,031 | 171,592 | 102 | 69,604 | 1,133 | 241,196 |
| preceding ... | | | | | | |

RETURN of Principal Articles of Export from Nice during
the Years 1899-98.

| Articles. | | 1899. | | 1898. | |
|-----------------------|------------|-----------|--------|-----------|--------|
| | | Quantity. | Value. | Quantity. | Value. |
| | | | £ | | £ |
| Olive oil | Tons .. | 203 | 4,774 | 2,423 | 66,550 |
| Coke | " .. | 7 | 7 | 306 | 248 |
| Cement and plaster .. | " .. | 1,340 | 1,608 | 309 | 178 |
| Glass and pottery.. | " .. | 127 | 412 | 205 | 981 |
| Empty casks .. | " .. | 81 | 486 | 409 | 3,100 |
| Fruit | " .. | 2 | 8 | .. | .. |
| | Cwts. .. | .. | .. | 2 | 1 |
| Material for building | Tons .. | 2,897 | 14,449 | 109 | 70 |
| Coal.. .. | " .. | 62 | 50 | 2,355 | 1,530 |
| Perfumes | " .. | 69 | 10,291 | 89 | 13,757 |
| | " .. | 4 | 315 | .. | .. |
| Soap.. .. | Cwts. .. | .. | .. | 7 | 21 |
| Kitchen utensils .. | Tons .. | 1 | 40 | 7 | 523 |
| Wine | Gallons .. | 634 | 128 | 18,675 | 2,150 |
| Tar | Tons .. | 320 | 474 | 148 | .. |

RETURN of Principal Articles of Import to Nice during the
Years 1899-98.

| Articles. | | 1899. | | 1898. | |
|----------------------|------------|-----------|---------|-----------|---------|
| | | Quantity. | Value. | Quantity. | Value. |
| | | | £ | | £ |
| Coal.. .. | Tons .. | 52,140 | 40,043 | 42,193 | 27,720 |
| Coke, charcoal | " .. | 1,394 | 4,882 | 1,465 | 4,917 |
| Marble | " .. | 2,268 | 8,289 | 1,658 | 5,660 |
| Building material .. | " .. | 473 | 3,177 | 3,710 | 16,800 |
| Cereals | " .. | 11,409 | 134,969 | 8,436 | 18,190 |
| Flour | " .. | 668 | 10,348 | 761 | 6,300 |
| Beans and carobs .. | " .. | 4,736 | 22,757 | 4,170 | 20,860 |
| Hay.. .. | " .. | 130 | 770 | 377 | 1,181 |
| Fruit, &c. | " .. | 99 | 1,405 | 4,260 | 31,067 |
| Machinery | " .. | 5,378 | 2,577 | 81 | 4,250 |
| Olive oil | " .. | 7,490 | 155,808 | 8,281 | 238,000 |
| Wines and liqueurs | Gallons .. | 2,079,378 | 149,942 | 20,963 | 187,000 |
| Divers | Tons .. | .. | .. | 29,945 | 256,600 |

CANNES.

Mr. Vice-Consul Taylor reports as follows :—

In my last year's report I had to record a decrease of 14,119%. Commerce. in the imports as compared with the year 1897, which had itself shown a drop of a similar amount below the imports of 1896.

I have now to report a somewhat unexpected increase of 19,683% for the year 1899. The following countries all show increases:—Great Britain, Russia, Algeria and Tunis, Italy, the

United States, Roumania, Germany, and Belgium. As far as Great Britain is concerned the increased value is attributable to coal, dried fruits, musical instruments, salted and preserved meats.

Statistics as to the correct amount of imports in this district itself are necessarily insufficient, and are consequently apt to mislead importers on account of their unavoidable incompleteness. I made allusion to this in my last year's report, pointing out that the figures obtainable by this Vice-Consulate referred to goods coming in by sea only.

The octroi returns for 1899 show a falling-off of 886% compared with 1898, and I fear a further decrease must be anticipated for the present year.

Local
improve-
ments.

The electric tramway to which I referred in my report for 1898 has on the whole proved a success so far as the company's interests are concerned.

The interfering influence which the overhead cable had on the telephone system was corrected by adding a duplicate wire for each subscriber. These wires are, as far as circumstances permit, subterranean. The cost of doing this was defrayed by the tramway company paying a sum of 2,600% to the State.

The tram-line is now extended to Antibes, and also to Vallauris by a branch at Golfe Juan.

The objections expressed last year by wealthy visitors are still maintained, and each one asserts that it is dangerous to drive through the principal street along the main road on account of their narrowness, the large ungainly cars monopolising the greater part of the width available.

The "Boulevard du Midi," which was entirely washed away in a few hours during a heavy gale in the autumn of 1898, has now been remade and is of the greatest utility, especially by permitting carriages to avoid the tram-lines over a considerable length of the Route de Frejus. This work has cost the town some 4,800%, and the present length of the boulevard is nearly half-a-mile. An extension of a similar length as far as the station of "La Bocca" is under consideration, on the basis of an estimated outlay of 6,000%.

The widening of a portion of the Boulevard de la Croisette on the east side of Cannes has been made at a cost of 680%, and is an undoubted improvement.

An extension of the drainage system was carried out during the summer months, and about a mile and a-half added at a cost of 1,600%.

The new "Albert Edouard" jetty is progressing slowly and steadily, but I doubt whether it will be fully ready for use for the season of 1900-1 as anticipated.

For the building of this jetty 1,800 large blocks weighing 25 tons each will be required. 1,100 of these have been constructed, 800 of which have been already laid. In addition to these concrete blocks an immense quantity of rough stone has been tipped in to create a firm foundation to uphold the blocks of masonry.

Among minor improvements I may mention :—

(a.) An increased amount of pavement which has been laid principally on the Route de Grasse and the Boulevard Carnot at an expenditure of about 1,000*l*.

(b.) Improvements to two public squares, one on the Boulevard Carnot the other at the "Croisette." Cost, about 530*l*.

(c.) Improvements to the public market place, and enlarging the flower market; these had been done at an outlay of 300*l*.

All the above concern the town, and the expense has been borne by the ratepayers.

But independent of this I have to record a great improvement planned and carried out by the P.L.M. Railway Company at the Cannes station. Formerly the platforms were only partially protected against the inclemencies of the weather. Now the whole has been covered in by a handsome iron and glass roof nearly 500 feet long. Moreover, a verandah has been built on to the exterior of the station buildings, forming a most welcome and well-protecting access to the several entries. At last, and after many years' unnecessary delay, Cannes possesses a station worthy of a first-class winter resort.

With regard to the present season of 1899-1900 it may be described as almost disastrous in so far as this district, and, indeed, the whole of the French Riviera, is concerned. Contrary to what has been said in the Press as to France generally, I can bear willing testimony that English visitors have been as well welcomed in these parts as in former years.

The health of the district during 1899 was satisfactory.

Health.

The following Powers besides Great Britain are represented by Consular officers in this district:—The United States of America, Italy, Denmark, Sweden, Norway, Belgium, Greece, Austria, Portugal, Hungary, Holland, and Peru.

Consular agents.

STATISTICS of Octroi at Cannes during the Years 1899-98.

| Articles. | | 1899. | | 1898. | |
|------------------------------------|-------------|-----------|--------------|-----------|--------------|
| | | Quantity. | Dues Levied. | Quantity. | Dues Levied. |
| Wines, spirits, beer, &c.... | Gallons ... | 1,324,806 | £ 7,762 | 1,312,325 | £ 7,914 |
| Meat, cheese, and other provisions | Tons ... | 3,388 | 12,665 | 3,330 | 12,691 |
| Wood (fuel), coal, candles, &c.... | " ... | 16,479 | 2,372 | 16,460 | 2,271 |
| Fodder and cereals | " ... | 8,507 | 2,572 | 9,471 | 2,925 |
| Building materials | " ... | 91,336 | 4,982 | 208,769 | 5,441 |
| Other articles | " ... | 1,103 | 1,473 | 1,066 | 1,460 |
| Total | ... | ... | 32,826 | ... | 33,712 |

Annex A.—RETURN of all Shipping at the Port of Cannes during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 9 | 6,860 | 9 | 6,860 |
| French | 187 | 8,986 | 128 | 24,880 | 315 | 33,866 |
| Italian | 22 | 1,505 | 1 | 856 | 23 | 2,361 |
| Greek | ... | ... | 3 | 3,366 | 3 | 3,366 |
| Austro-Hungarian | ... | ... | 1 | 1,648 | 1 | 1,648 |
| Norwegian | ... | ... | 2 | 1,279 | 2 | 1,279 |
| German | ... | ... | 1 | 574 | 1 | 574 |
| Spanish | 1 | 78 | ... | ... | 1 | 78 |
| Total | 210 | 10,569 | 145 | 39,463 | 355 | 50,032 |
| „ for the year preceding ... | 227 | 12,027 | 247 | 64,043 | 474 | 76,070 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 8 | 5,750 | 8 | 5,750 |
| French | 186 | 8,981 | 128 | 24,880 | 314 | 33,861 |
| Italian | 21 | 1,474 | 1 | 856 | 22 | 2,330 |
| Greek | ... | ... | 3 | 3,366 | 3 | 3,366 |
| Austro-Hungarian | ... | ... | 1 | 1,648 | 1 | 1,648 |
| Norwegian | ... | ... | 2 | 1,279 | 2 | 1,279 |
| German | ... | ... | 1 | 574 | 1 | 574 |
| Spanish | 1 | 78 | ... | ... | 1 | 78 |
| Total | 208 | 10,503 | 144 | 38,863 | 352 | 48,856 |
| „ for the year preceding ... | 226 | 11,988 | 247 | 64,600 | 473 | 76,588 |

Annex B.—RETURN of Articles Imported at the Port of Cannes during the Years 1899–98.

| Articles. | | 1899. | | 1898. | |
|--|-------------|-----------|--------|-----------|--------|
| | | Quantity. | Value. | Quantity. | Value. |
| Meat, salted and preserved ... | Tons, cwts. | 1-1 | £ 82 | 0-5 | £ 20 |
| Cereals (wheat, barley, oats, ground or not) ... | Tons | 2,728 | 54,560 | 2,020 | 40,400 |
| Cereals other than the above ... | Tons, cwts. | 3-11 | 85 | 2-5 | 54 |
| Fruits, fresh and dried ... | „ | 5-3 | 412 | 0-18 | 72 |
| Sugar, biscuits, syrups, coffee, tea... .. | „ | 4-16 | 576 | 3-15 | 601 |
| Oil and essences | „ | 10-13 | 554 | 4-5 | 224 |
| Timber, coke and charcoal ... | Tons | 2,548 | 8,154 | 3,544 | 11,340 |
| Fodder (bran and oilcake) ... | „ | 20 | 201 | ... | ... |
| Marble, rough and worked ... | Cwts. | 18 | 4 | ... | ... |
| Coal | Tons | 17,986 | 19,784 | 17,313 | 19,014 |
| Soaps, candles, spices | Tons, cwts. | 5-9 | 272 | 3-10 | 175 |
| Wine... .. | Gallons | 69,734 | 7,531 | 11,793 | 1,273 |
| Beer and spirits | „ | 1,284 | 341 | 1,415 | 392 |
| Pottery and glass | Tons, cwts. | 18-14 | 374 | ... | ... |
| Fabrics, woven | Cwts. | 5 | 88 | 4 | 76 |
| Machinery, iron, and braswork ... | Tons, cwts. | 2 | 120 | 5-6 | 318 |
| Furniture and woodwork ... | „ | 5-19 | 706 | 2-16 | 169 |
| Carriages | Cwts. | ... | ... | 1 | 13 |
| Total | ... | ... | 93,844 | ... | 74,161 |

RETURN of Articles Exported at the Port of Cannes during the
Years 1899-98.

| Articles. | | 1899. | | 1898. | |
|-----------------------------|-------------|-----------|--------|-----------|--------|
| | | Quantity. | Value. | Quantity. | Value. |
| Spirits | Gallons ... | 120 | £ 64 | 463 | £ 250 |
| Old iron | Tons, cwts. | 69-12 | 557 | 40-5 | 322 |
| Spath fluor and coal | " ... | 280-16 | 336 | 13-1 | 5 |
| Perfumery | " ... | 1-2 | 133 | 2-17 | 342 |
| Glass, fine | " ... | 18-1 | 1,446 | ... | ... |
| Total | ... | ... | 2,536 | ... | 915 |

Annex C.—TABLE showing Total Value of all Articles Exported
from and Imported to the Port of Cannes to and from
Foreign Countries during the Years 1899-98.

| Country. | Exports. | | Imports. | |
|-------------------------|----------|-------|----------|--------|
| | 1899. | 1898. | 1899. | 1898. |
| | £ | £ | £ | £ |
| Great Britain | .. | .. | 22,328 | 20,555 |
| Russia | .. | .. | 12,242 | 9,800 |
| Algeria and Tunis | .. | .. | 48,072 | 36,242 |
| Italy | 2,403 | 577 | 1,173 | 498 |
| Spain | .. | .. | 2,508 | 432 |
| United States | .. | .. | 1,549 | 36 |
| Austria-Hungary | .. | .. | 2,605 | 2,880 |
| Roumania | .. | .. | 3,309 | .. |
| Germany | .. | .. | 56 | 41 |
| Belgium | .. | .. | 7 | .. |
| Sweden | .. | .. | .. | 3,520 |
| Zanzibar | .. | .. | .. | 162 |
| Turkey | 133 | 342 | .. | .. |
| Total | 2,536 | 919 | 93,844 | 74,161 |

MONACO.

Mr. Vice-Consul Keogh reports as follows:—

This last year has been uneventful, and commercially uninteresting.

There has, however, been a substantial increase in English imported coal (some 3,307 tons), chiefly steam coal for generating electricity.

Annex A.—IMPORTS by Sea during the Year 1899.

| Articles. | Countries from which Articles came. | | | |
|----------------------------|-------------------------------------|---------|--------|--------|
| | Great Britain. | France. | Italy. | Spain. |
| | Tons. | Tons. | Tons. | Tons. |
| Wine | .. | 415½ | .. | 161½ |
| Coal | 10,097½ | 100 | .. | .. |
| Charcoal | .. | 100 | 775½ | .. |
| Building materials | .. | 2½ | .. | .. |
| Marble | .. | .. | 108 | .. |
| Firewood | .. | 557 | .. | .. |

Annex B.—RETURN of Shipping of each Nation Employed in the Coasting Trade at the Port of Monaco during the Year 1899.

| Nationality. | Entered. | | | Cleared.* | | |
|-------------------------|--------------------|--------|--------|--------------------|--------|--------|
| | Number of Vessels. | Tons. | Crews. | Number of Vessels. | Tons. | Crews. |
| British | 6 | 4,519 | 101 | 6 | 4,519 | 101 |
| French | 77 | 2,471 | 347 | 77 | 2,471 | 347 |
| Italian | 33 | 2,175 | 210 | 33 | 2,175 | 210 |
| Monaco | 1 | 49 | 6 | 1 | 49 | 6 |
| Austro-Hungarian | 1 | 223 | 7 | 1 | 223 | 7 |
| Swedish | 1 | 803 | 18 | 1 | 803 | 18 |
| Total | 124 | 10,240 | 689 | 124 | 10,240 | 689 |

* All cleared in ballast.

MENTONE.

Temperature and rainfall.

Number of visitors.

Health.

British imports of coal.

Improvements in the town.

Mr. Vice-Consul Gurney reports as follows :—
The temperature has been much below the average in Mentone last year, and there has been an exceptional amount of rainy days, but the rainfall has not been much above the average.
The number of visitors to Mentone has been perhaps a little below that of 1898, and many English have kept away on account of the war in the Transvaal. The season 1899–1900 began unusually late.
The health of Mentone has been excellent; the death returns during the year 1899 number 225.
The British imports of coal were 2,850 tons, including gas coal, and is about the same amount as the previous year.
Many improvements have been made in Mentone during the last year. The unsightly river-bed in the Avenue de la Gare has been covered in, and a magnificent garden planted with palms and flowers has been made between the public gardens and the bridge leading to the “Rue Partonneaux.” It is intended to cover the rest of the river-bed from the railway bridge to the bridge just

mentioned, and to make tennis courts upon it, for which a club will be formed.

There has been a considerable amount of building in Mentone ^{House and} during the last year. A very large new hotel has been built ^{land property.} above the town with 150 rooms, called the "Riviera Palace Hotel," which is much patronised by the English. Land has been bought by British subjects for building villas.

There have been next to no olives, and the price of lemons has ^{Horticulture.} gone down very considerably. Many olive trees have been cut down to make room for growing roses, carnations, &c., for export to the northern markets, especially London, Paris, and Berlin.

Annex I.—RETURN of all Shipping at the Port of Mentone during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|-------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 2 | 1,417 | 2 | 1,417 |
| French | 136 | 1,088 | 53 | 1,675 | 189 | 2,763 |
| Italian | 19 | 2,807 | ... | ... | 19 | 2,607 |
| Divers | 2 | 106 | ... | ... | 2 | 106 |
| Total | 157 | 3,800 | 55 | 3,092 | 212 | 6,892 |
| „ for the year preceding ... | 164 | 7,848 | 54 | 10,389 | 218 | 18,237 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|-------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | ... | ... | 2 | 1,417 | 2 | 1,417 |
| French | 131 | 713 | 53 | 1,675 | 184 | 2,388 |
| Italian | 18 | 2,497 | ... | ... | 18 | 2,497 |
| Divers | 1 | 45 | ... | ... | 1 | 45 |
| Total | 150 | 3,245 | 55 | 3,092 | 205 | 6,337 |
| „ for the year preceding ... | 161 | 7,717 | 53 | 10,268 | 214 | 17,985 |

Annex II.—TABLE showing the Statistics of Octroi for Mentone during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|---------------------|------------|--------------|------------|--------------|
| | Quantity. | Dues. | Quantity. | Dues. |
| | Kilos. | £ s. d. | Kilos. | £ s. d. |
| Wines, beers, &c... | 1,812,444 | 3,318 14 2 | 1,781,911 | 3,258 15 0 |
| Provisions .. | 1,536,207 | 6,286 2 6 | 1,508,224 | 6,195 19 2 |
| Combustibles .. | 6,782,021 | 1,453 1 8 | 6,747,046 | 1,471 7 0 |
| Forage .. | 2,552,900 | 732 1 0 | 2,805,370 | 793 13 3 |
| Materials .. | 24,472,496 | 1,425 18 4 | 21,275,072 | 1,362 12 6 |
| Divers .. | 895,286 | 473 14 3 | 880,859 | 449 10 0 |
| Total .. | 37,551,354 | 13,689 11 11 | 34,498,482 | 13,531 16 11 |

Annex III.—TABLE showing Quantity and Value of Articles Imported to or Exported from Mentone during the Years 1898-99.

IMPORTS.

| Articles. | 1899. | | 1898. | |
|-------------------------|-----------|--------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Wines (Spain) .. | 240 | 3,496 | 400 | 680 |
| Gas coal .. | 2,600 | 3,016 | 2,800 | 2,400 |
| Coal .. | 250 | 350 | 500 | 300 |
| Firewood, &c. .. | 150 | 540 | 300 | 720 |
| Merchandise (divers) .. | 8,372 | .. | .. | .. |
| Wine (Candia) .. | 260 | 3,328 | .. | .. |
| Furniture .. | .. | .. | 80 | 400 |
| Alimentary produce .. | .. | .. | 40 | 680 |
| Building material .. | .. | .. | 80 | 500 |
| Iron, &c. .. | .. | .. | 100 | 320 |
| Total .. | 11,872 | 9,730 | 4,200 | 6,000 |

EXPORTS.

| Articles. | 1899. | | 1898. | |
|--------------------|-----------|--------|-----------|--------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Lemons .. | 35 | 280 | 35 | 280 |
| Olive wood, &c. .. | 125 | 200 | 200 | 320 |
| Old iron .. | 75 | 240 | .. | .. |
| Olive-oil .. | .. | .. | 6 | 140 |
| Total .. | 235 | 720 | 241 | 740 |

No. 2440 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF PONDICHERRY
AND KARIKAL.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2251.

*Presented to both Houses of Parliament by Command of Her Majesty,
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No. 2440.

Annual Series.

Reference to previous Report, Annual Series No. 2251.

*Report on the Trade and Commerce of Pondicherry and Karikal
for the Year 1899*

By CAPTAIN R. G. DE VISMES.

(Received at Foreign Office, May 7, 1900.)

The principal imports and exports of Pondicherry during the year 1899 are shown in the Annexes A and B, and are compared with those of the year 1898.

No similar information is available for Karikal.

The imports call for no remark except under "dry grains and pulses" which have evidently fallen during 1899.

Regarding the exports, ground-nuts and ground-nut oil have risen considerably. It is believed that this trade has revived owing to the introduction of new seed from Senegal. The export of rice has also risen from 1,116 to 20,701 bags in 1899.

Annexes C and D compare the imports and exports of Pondicherry for the last seven years. The statements have been compiled from the circulars published by the Chamber of Commerce.

The imports are principally from France, the United Kingdom, Germany, Mauritius, Calcutta, Bombay, Madras, Colombo, Galle, Rangoon, Penang, Singapore, and some minor ports of British India.

The exports are principally to France, London, Réunion, Calcutta, Madras, Bombay, British Burma, Ceylon, and Straits Settlements.

Surf boats (chelingues), called in Madras mussulah boats, are used at both ports. Landing and embarkation charges are about the same as in Madras. Shipping and navigation.

The only steamers that call regularly at Pondicherry are those of "British India Steam Navigation" and "Asiatic" companies, and of the "Messageries Maritimes." Of these the two former also touch at the port of Karikal. The other companies, viz., Clan and City Lines, run steamers when such are chartered for the ground-nut trade. The British India Company controls nearly all the coasting trade. The ports of Pondicherry and Karikal are open roadsteads. There is a small local trade carried on by Indian sailing ships.

(576)

A 2

The statement received from the Pondicherry port office shows that two vessels entered Pondicherry from Europe direct.

At Pondicherry 198 vessels, total tonnage 305,304 tons, entered the port with cargoes valued at 2,159,444 fr., and 196 vessels, total tonnage 299,593 tons, with cargoes valued at 2,954,971 fr., cleared for British colonies.

At Karikal 177 vessels, total tonnage 168,655 tons, entered the port with cargoes valued at 911,845 fr. 30 c., and the same number of vessels, same tonnage, cleared with cargoes valued at 2,288,719 fr. 50 c. for British colonies and Pondicherry.

**Population
and industry.**

POPULATION of Pondicherry.

| Year. | | | | | Estimated Population. | Death Rate per Thousand. |
|-------|----|----|----|----|--------------------------|-----------------------------|
| 1896 | .. | .. | .. | .. | 49,052 | 34.47 |
| 1897 | .. | .. | .. | .. | 49,346 | 45.35 |
| 1898 | .. | .. | .. | .. | 48,838 | 45.29 |
| 1899 | .. | .. | .. | .. | 48,352 | 38.61 |

Similar information is not available for Karikal.

There are three steam cotton spinning and weaving mills worked by companies, total capital about 6,000,000 fr., affording employment for 2,000 to 2,500 hands.

Another large mill is under construction and will, it is expected, commence work in July next. It will employ about 4,000 hands.

Public works.

The railway from Peralam to Karikal requires extension to the beach, but it is not expected to be taken into consideration this year for want of funds. Nothing has as yet been done towards the proposed railway line from Pondicherry to Cuddalore.

**General
remarks.**

There has been a decline in the ground-nut trade for some years past, but during the year under report it has shown signs of marked improvement. It is hoped that this trade will revive.

The value of imports and exports for Pondicherry in the years 1886, 1895, 1898, and 1899 are given below :—

| Year. | | | | | Value. | |
|-------|----|----|----|----|-----------|------------|
| | | | | | Imports. | Exports. |
| | | | | | Francia. | Francia. |
| 1886 | .. | .. | .. | .. | 8,351,000 | 24,845,000 |
| 1895 | .. | .. | .. | .. | 1,706,000 | 13,264,000 |
| 1898 | .. | .. | .. | .. | 1,287,576 | 8,681,333 |
| 1899 | .. | .. | .. | .. | 2,159,444 | 2,954,971 |

Annex A.—TABLE showing the Principal Articles Imported during the Year 1899 compared with 1898.

| Articles. | From France. | | From Réunion. | | From Mauritania. | | From other Countries. | | Total. | |
|-----------------------------------|--------------|-------|---------------|-------|------------------|-------|-----------------------|--------|--------|-------|
| | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. |
| Areca nuts .. | .. | .. | .. | .. | .. | .. | 2,611 | 3,184 | 2,611 | 3,184 |
| Wheat .. | 1 | .. | .. | .. | .. | .. | 36 | 4 | 36 | 4 |
| Conjona (coarse country cloth) .. | 140 | 243 | .. | .. | .. | .. | 136 | 229 | 276 | 472 |
| Copra .. | .. | .. | .. | .. | 26 | 8 | 34 | 25 | 60 | 33 |
| Coriander seed .. | .. | .. | .. | .. | .. | .. | 615 | 299 | 615 | 299 |
| Champagne and liqueurs .. | 494 | 350 | .. | .. | .. | .. | 18 | .. | 512 | 350 |
| Copper .. | .. | .. | .. | .. | 111 | .. | 62 | 52 | 178 | 66 |
| Brandy, gin, whiskey { | 119 | 18 | .. | .. | .. | .. | .. | .. | 119 | 18 |
| Barrels .. | 1,414 | 1,045 | .. | .. | .. | .. | 274 | 382 | 1,688 | 1,427 |
| Cases .. | 55 | 9 | 2 | .. | .. | .. | .. | .. | 57 | 9 |
| Barrels .. | 178 | 152 | 3 | .. | .. | .. | 2 | 1 | 178 | 153 |
| Cases .. | .. | .. | .. | .. | .. | .. | .. | 150 | .. | 150 |
| Candies .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Iron .. | 467 | 193 | .. | .. | .. | .. | 380 | 280 | 469 | 193 |
| Gunny bags .. | .. | .. | .. | .. | 29 | .. | 491 | 66 | 409 | 280 |
| Jaggery .. | .. | .. | .. | .. | .. | .. | 7,013 | 10,822 | 491 | 66 |
| Dry grains and pulse .. | 9 | 5 | .. | .. | .. | .. | 78 | 56 | 87 | 70 |
| Paper .. | 14 | 14 | .. | .. | .. | .. | 26 | 30 | 26 | 30 |
| Pimento .. | .. | .. | .. | .. | .. | .. | 8 | 1 | 3 | 1 |
| Rice .. | .. | .. | .. | .. | .. | .. | 168 | 491 | 909 | 601 |
| Shirtings .. | 751 | 110 | .. | .. | .. | .. | .. | .. | 40 | 25 |
| Sulphur .. | 40 | 25 | .. | .. | .. | .. | 150 | 182 | 472 | 346 |
| Sugar .. | 22 | 64 | .. | .. | 300 | 100 | 427 | 2 | 437 | 2 |
| Tamarinds .. | .. | .. | .. | .. | .. | .. | 68 | 1 | 688 | 776 |
| Red wine .. | 620 | 775 | .. | .. | .. | .. | 261 | 23 | 721 | 654 |
| Barrels .. | 460 | 681 | .. | .. | .. | .. | 32 | .. | 127 | 106 |
| Cases .. | 95 | 106 | .. | .. | .. | .. | .. | .. | .. | .. |
| Vermouth .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

(576)

A C

PONDICHERRY.

Annex B.—TABLE showing the Principal Articles Exported during the Year 1899 compared with 1898.

| Articles. | To France. | | To London. | | To Réunion. | | To Mauritius. | | To other Countries. | | Total. | |
|---------------------------------|------------|-------|------------|-------|-------------|-------|---------------|-------|---------------------|--------|--------|--------|
| | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. |
| Ground-nuts, in husks .. | .. | .. | .. | .. | .. | .. | .. | .. | 324 | 183 | 324 | 183 |
| " " peeled .. | 36,098 | 789 | .. | .. | .. | .. | .. | .. | 313 | .. | 36,411 | 789 |
| Araca nuts .. | 25 | .. | .. | .. | 57 | 89 | 9 | 16 | 27 | 45 | 118 | 100 |
| Coffee .. | 1,057 | 65 | .. | 70 | .. | .. | 52 | 10 | 9 | 165 | 1,118 | 310 |
| Coriander seed .. | .. | .. | .. | .. | .. | 54 | .. | 1 | 120 | 6 | 120 | 61 |
| Guineas (blue cotton cloths) .. | 6,097 | 4,666 | 668 | 456 | 69 | 343 | 29 | 6 | 1,166 | 527 | 8,039 | 5,998 |
| Cocount oil .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | .. | 2 | .. |
| Ground-nut oil .. | .. | .. | .. | .. | 51 | .. | 513 | .. | 3,439 | 114 | 4,003 | 114 |
| Castor oil .. | .. | .. | .. | .. | .. | 3 | .. | .. | 17 | .. | 17 | 3 |
| Sesame oil .. | 208 | 212 | .. | 18 | 5 | .. | 20 | .. | 226 | 77 | 251 | 77 |
| Indigo .. | .. | .. | .. | .. | .. | .. | .. | .. | 17 | 21 | 220 | 251 |
| Ghee .. | 171 | 248 | .. | .. | 22 | 15 | 9 | .. | 43 | 99 | 43 | 99 |
| Tanned hides .. | .. | .. | 76 | 111 | .. | .. | .. | 18 | 135 | 12 | 413 | 404 |
| " cow-hides .. | .. | 10 | .. | 60 | .. | .. | .. | 24 | 2 | 2 | 2 | 96 |
| Blue cotton cambrics .. | 24 | .. | .. | .. | 68 | 70 | 31 | .. | 248 | .. | 371 | 70 |
| Dried fish .. | .. | .. | .. | .. | 3 | .. | .. | .. | 1,990 | 2,356 | 1,993 | 2,356 |
| Pimento .. | .. | .. | .. | .. | .. | .. | .. | 7 | 58 | 16 | 58 | 23 |
| Rice .. | .. | .. | .. | .. | .. | .. | .. | .. | 20,701 | 1,116 | 20,701 | 1,116 |
| Saffron .. | .. | 16 | .. | .. | 9 | 2 | 43 | 24 | 87 | 2 | 89 | 44 |
| Sesame .. | 79 | .. | .. | .. | .. | .. | 8 | .. | 437 | 63 | 524 | 63 |
| Tamarinds .. | 326 | .. | .. | .. | 10 | .. | .. | .. | 383 | 2,362 | 718 | 2,362 |
| Oil-cakes .. | .. | .. | .. | .. | .. | .. | .. | .. | 68,702 | 66,367 | 68,702 | 66,267 |

Annex C.—IMPORTS.

| Item. | Articles. | Quantity. | | | | | | |
|-------|------------------------------------|-----------|--------|--------|-------|-------|--------|-------|
| | | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. |
| 1 | Champagne and liqueurs .. | 396 | 437 | 574 | 244 | 683 | 350 | 512 |
| 2 | Brandy, &c. .. | 77 | 47 | 32 | 36 | 41 | 27 | 176 |
| 3 | Claret .. | 880 | 515 | 1,198 | 1,393 | 2,082 | 1,580 | 1,866 |
| 4 | Vermouth .. | 723 | 822 | 832 | 901 | 946 | 776 | 683 |
| 5 | Areca nuts .. | 1,410 | 726 | 873 | 1,016 | 544 | 654 | 721 |
| 6 | Copra .. | 309 | 99 | 227 | 361 | 163 | 106 | 127 |
| 7 | Tamarind .. | 3 936 | 1,377 | 2,265 | 1,890 | 3,711 | 3,134 | 2,611 |
| 8 | Coriander .. | 1 | 1 | 7 | 8 | .. | 33 | 60 |
| 9 | Capaicum .. | 43 | 35 | 33 | 29 | .. | 2 | 427 |
| 10 | Sugar .. | 1,615 | 1,339 | 1,053 | 852 | 273 | 299 | 615 |
| 11 | Jaggery .. | 5 | 6 | 43 | .. | 244 | 80 | 26 |
| 12 | Sulphur .. | 148 | 99 | 879 | 324 | 74 | 346 | 472 |
| 13 | Copper .. | 492 | 1,031 | 181 | 239 | 260 | 66 | 491 |
| 14 | Iron .. | 50 | 40 | 52 | 22 | 51 | 25 | 40 |
| 15 | Olive oil .. | 640 | 127 | 825 | 206 | 73 | 66 | 173 |
| 16 | Wheat .. | 17 | .. | 4 | .. | .. | 150 | .. |
| 17 | Rice .. | 161 | 122 | 197 | 135 | 155 | 193 | 469 |
| 18 | Dry grains and pulse .. | 308 | 298 | 156 | 53 | 10 | 4 | 36 |
| 19 | Conjous (coarse country clothe) .. | 28 | 11 | 17 | 14 | 10 | 1 | 8 |
| 20 | Shirtings .. | 12,505 | 12,168 | 12,130 | 7,792 | 1,843 | 10,327 | 7,013 |
| 21 | Gunny bags .. | 186 | 279 | 482 | 442 | 929 | 472 | 276 |
| 22 | Paper.. .. | .. | .. | 5 | 159 | 61 | 501 | 909 |
| | | 1,910 | 1,982 | 780 | 610 | 594 | 280 | 409 |
| | | 32 | 52 | 131 | 98 | 121 | 70 | 87 |

Annex D.—Exports.

| Item. | Articles. | Quantity. | | | | | | | |
|-------|-------------------------------|-----------|---------|---------|---------|--------|--------|--------|--|
| | | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899. | |
| 1 | Ground-nuts in husks | 4,196 | 3,668 | 1,768 | 2,744 | 2,366 | 183 | 324 | |
| 2 | " peeled .. | 519,088 | 655,036 | 391,401 | 128,448 | 1,051 | 739 | 35,411 | |
| 3 | Arachis .. | 117 | 283 | 281 | 102 | 62 | 100 | 118 | |
| 4 | Dried fish .. | 721 | 442 | 1,036 | 2,845 | 4,368 | 2,356 | 1,993 | |
| 5 | Ghee .. | 8 | 19 | 7 | 11 | 21 | 99 | 43 | |
| 6 | Coffee .. | 175 | 6 | 125 | 190 | 388 | 310 | 1,118 | |
| 7 | Coriander .. | 386 | 73 | 13 | 123 | 77 | 61 | 120 | |
| 8 | Capaicum .. | 47 | 106 | 36 | 45 | 690 | 23 | 58 | |
| 9 | Saffron .. | 917 | 2,750 | 1,703 | 322 | 198 | 44 | 89 | |
| 10 | Tamarind .. | 24 | 1,144 | 1,076 | 203 | 909 | 2,362 | 718 | |
| 11 | Indigo .. | 563 | 470 | 644 | 650 | 364 | 261 | 220 | |
| 12 | Tanned hides .. | 57 | 260 | 349 | 385 | 467 | 404 | 413 | |
| 13 | " cowhides .. | .. | 40 | 101 | 75 | 239 | 96 | 2 | |
| 14 | Guinée's (blue cotton cloths) | 4,194 | 5,049 | 4,266 | 4,686 | 6,494 | 5,998 | 8,029 | |
| 15 | Ground-nut oil .. | 18,268 | 8,803 | 4,617 | 3,940 | 4,701 | 114 | 4,003 | |
| 16 | Castor oil .. | .. | .. | .. | 15 | 5 | 3 | 17 | |
| 17 | Sesame .. | 181 | 61 | 885 | 14 | 216 | 63 | 534 | |
| 18 | Oil-cakes .. | .. | 59,785 | 78,667 | 85,049 | 71,739 | 66,267 | 68,702 | |
| 19 | Rice .. | 1,149 | 322 | 284 | 1,955 | 51,354 | 1,116 | 20,701 | |

Annex E.—RETURN of British Shipping at the Port of Pondicherry in the Year 1899.
Direct Trade in British Vessels from and to Great Britain and British Colonies.

| Entered. | | | | | | Cleared. | | | | | |
|-----------------------------|----------------|--------|----------------------------|----------------|---------|--------------------------|----------------|--------|----------------------------|----------------|---------|
| Total Number of Vessels. | | | Total Tonnage. | | | Total Number of Vessels. | | | Total Tonnage. | | |
| With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. |
| London— 2 | ... | 2 | 4,777 | ... | 4,777 | ... | ... | ... | ... | ... | ... |
| British Colonies— 196 | ... | 196 | 800,627 | ... | 800,627 | 196 | 1 | 197 | 299,598 | 1,985 | 301,528 |
| | | | Total Value of Cargoes. | | | | | | Total Value of Cargoes. | | |
| | | | £ | | | | | | £ | | |
| | | | 163,110 | | | | | | ... | | |
| | | | 92 | | | | | | ... | | |
| | | | 16,225 | | | | | | 16,111 | | |
| | | | 1,996,331 | | | | | | 2,964,971 | | |

PONDICHERRY.

Indirect or Carrying Trade in British Vessels from and to other Countries.

None.

Annex F.—TABLE showing the Return of Shipping and the Value of Imports and Exports at the Port of Karikal for the Year 1899.

PONDICHERY.

| Nationality. | Entered. | | | Value of Imports. | Cleared. | | | Value of Goods Exported. |
|---------------------------|--------------------|----------|------------------|-------------------|--------------------|----------|------------------|--------------------------|
| | Number of Vessels. | Tonnage. | Number of Crews. | | Number of Vessels. | Tonnage. | Number of Crews. | |
| French | .. | .. | .. | France c. | .. | .. | .. | France c. |
| Foreign— | | | | .. | | | | .. |
| From Pondicherry .. | 27 | 55,965 | 3,188 | 19,053 0 | 3 | 152 | 27 | 4,237 0 |
| From British Possessions— | | | | | | | | |
| Calcutta | 11 | 24,188 | 871 | .. | .. | .. | .. | .. |
| Coromandel Coast .. | 54 | 28,674 | 2,205 | 2,086 0 | 56 | 57,756 | 3,409 | 2,272 50 |
| Ceylon | 59 | 9,387 | 1,479 | 142,165 50 | 92 | 55,385 | 4,288 | 2,026,021 0 |
| Straits Settlements .. | 26 | 55,496 | 3,111 | 748,590 80 | 26 | 55,462 | 3,080 | 256,189 0 |
| Total | 177 | 168,655 | 10,804 | 911,845 30 | 177 | 168,655 | 10,804 | 2,258,719 50 |

PONDICHERRY.

No. 2446 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE, COMMERCE, NAVIGATION, &c., OF
THE PORT OF DUNKIRK.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2259

*Presented to both Houses of Parliament by Command of Her Majesty,
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Annual Series.

Reference to previous Report, Annual Series No. 2259.

*Report on the Trade, Commerce, Navigation, &c., of the Port of
Dunkirk for the Year 1899*

By MR. CONSUL TAYLOR.

(Received at Foreign Office, May 21, 1900.)

The trade of Dunkirk was not so good during the past year, **General** but that of France in general was very satisfactory, and shows an **review.** improvement compared with the year 1898, and also with the average of the preceding 10 years. This improvement in the trade of France is in part attributed to the abundant harvests of 1898 and 1899, which facilitated the exportation of foodstuffs and lessened their importation, thus leaving the country with money to spend on other objects. As a consequence there was an increased demand for manufactured goods, which resulted in the removal from the market of the accumulation of old stocks, which had been weighing heavily on it for some time, and a revival in trade naturally ensued as soon as they were cleared off. This coincided with the increase of orders due to the Exhibition of 1900 in Paris; orders which were distributed amongst all industries. It is also necessary to note that there has been the same improvement in the industries of other nations, which was assisted by the demand caused by the war in South Africa; so that the French home market improved at the same time as the foreign market, the orders being important, and the competition less severe.

The industries which have most benefited from the general improvement are those connected with the production of metals and their manufacture, and with spinning and weaving. The remarkable development of the metallurgic industry in particular, and the increased requirements for all industrial concerns, necessitated larger imports of foreign coal, the quantity for 1899 being 9,240,000 tons, against 7,750,000 tons in 1898.

The year 1900 opens with great activity at the mines, and work in all industries is generally abundant, so that France, unless the harvest of 1900 should prove a failure, may look forward to another prosperous year.

After the increase in the import trade at Dunkirk during the **Commerce at** years 1897 and 1898, the decrease of 180,039 tons in 1899 are **Dunkirk.** disappointing figures for the port but for the country they are not

(588)

A 2

so, as the decrease was owing to the excellent French harvest having prevented any demand for foreign wheat. At Dunkirk the imports of wheat, which were 263,072 tons in 1898, fell to 854 tons in 1899.

Owing to the winter and spring having been very unsuitable for the growth of the young wheat in France, it is thought the harvest of 1900 may prove poor, and that imports will be required to meet a deficiency. In fact, it is stated, speculation has already commenced, and that some cargoes of foreign wheat have already (April) been purchased for this port.

There was an increase of 34,432 tons in the exports, principally in chalk for the United States, and in bar-iron, iron plates, and mixed iron-work for the French colonies. The exports of yarns were larger by over 1,500 tons, and those of sugar also increased.

Population
and health.

The public health has been good during the past year, the death-rate being only 20·24 per 1,000, against 22·66 per 1,000 in 1898.

The deaths of children under one year of age show the satisfactory decrease of 67, numbering 248, against 315 in 1898.

During the past year the movement of the population (39,718 according to the census of 1896, which includes the garrison of 1,425 men) was as follows:—1,230 births, increase, 19; 804 deaths, decrease, 95 (of the births 612 were male and 618 female, and of the deaths 439 were male and 365 female); 314 marriages, decrease, 43, were celebrated.

RETURN of all Shipping at the Port of Dunkirk during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|-------------------------------|--------------------|---------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | 263 | 94,838 | 789 | 682,968 | 1,052 | 777,806 |
| French ... | 182 | 82,588 | 201 | 138,413 | 383 | 221,001 |
| " coasting* ... | 308 | 18,002 | 608 | 322,555 | 916 | 340,557 |
| Danish ... | 7 | 815 | 89 | 84,462 | 96 | 85,277 |
| Norwegian ... | 10 | 5,109 | 44 | 36,032 | 54 | 41,141 |
| Swedish ... | ... | ... | 37 | 31,081 | 37 | 31,081 |
| German ... | 4 | 5,837 | 55 | 56,183 | 59 | 62,020 |
| Spanish ... | ... | ... | 17 | 18,373 | 17 | 18,373 |
| Dutch ... | 1 | 81 | 32 | 14,615 | 33 | 14,696 |
| Russian ... | 6 | 2,119 | 14 | 11,685 | 20 | 13,804 |
| Austro-Hungarian | 1 | 510 | 7 | 12,606 | 8 | 13,116 |
| Greek ... | ... | ... | 8 | 10,791 | 8 | 10,791 |
| Belgian ... | ... | ... | 31 | 10,180 | 31 | 10,180 |
| Italian ... | 1 | 1,333 | 2 | 2,396 | 3 | 3,729 |
| Total ... | 783 | 211,282 | 1,834 | 1,432,340 | 2,717 | 1,643,622 |
| " for the year preceding ... | 772 | 260,898 | 2,051 | 1,448,469 | 2,823 | 1,709,467 |

* This includes the entries from Algeria, as this trade is reserved exclusively for French vessels.

DUNKIRK.

5

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|---------|--------------------|-----------|--------------------|-----------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 270 | 84,028 | 781 | 690,848 | 1,051 | 764,873 |
| French | 129 | 79,937 | 227 | 183,910 | 356 | 263,847 |
| " coasting .. | 363 | 22,674 | 587 | 272,314 | 950 | 294,988 |
| Danish | 7 | 815 | 86 | 80,103 | 93 | 80,918 |
| Norwegian .. | 10 | 5,109 | 43 | 31,544 | 53 | 39,653 |
| Swedish | ... | ... | 37 | 31,188 | 37 | 31,188 |
| German | 7 | 9,941 | 54 | 56,196 | 61 | 66,127 |
| Spanish | ... | ... | 17 | 17,844 | 17 | 17,844 |
| Dutch | 1 | 81 | 30 | 14,880 | 31 | 14,961 |
| Russian | 7 | 3,167 | 13 | 10,647 | 20 | 13,804 |
| Austro-Hungarian | 1 | 510 | 7 | 12,606 | 8 | 13,116 |
| Greek | ... | ... | 8 | 10,791 | 8 | 10,791 |
| Belgian | ... | ... | 32 | 10,243 | 32 | 10,243 |
| Italian | 4 | 4,896 | 3 | 4,174 | 7 | 9,060 |
| Total | 799 | 211,136 | 1,925 | 1,420,276 | 2,724 | 1,631,412 |
| " for the year preceding .. | 780 | 256,594 | 2,058 | 1,448,373 | 2,838 | 1,704,967 |

In the year 1899 there was a decrease of 65,845 tons in the general entries of shipping, of which 49,716 tons was in sailing ships, and 16,129 tons in steamers.

The various increases and decreases in the entries of steam and sailing tonnage were as follows :—

| Nationality. | Increase. | Decrease. |
|--|-----------|-----------|
| | Tons. | Tons. |
| British | .. | 101,162 |
| French, foreign trade .. | .. | 20,703 |
| " coasting, which in- cludes Algerian trade .. | 43,736 | .. |
| Danish | 5,584 | .. |
| Norwegian | .. | 7,050 |
| Swedish | 12,059 | .. |
| German | .. | 618 |
| Spanish | 1,239 | .. |
| Dutch | .. | 7,273 |
| Russian | .. | 2,895 |
| Austro-Hungarian .. | 4,549 | .. |
| Greek | 6,399 | .. |
| Belgian | 7,862 | .. |
| Italian | .. | 6,887 |
| American (U.S.) .. | .. | 1,185 |

During the past year there has been a considerable change for British shipping. In 1896-98 the increase in entries was very progressive, the three years giving an increase of 158,019 tons, but in 1899 there was the large decrease compared with 1898 of 101,162 tons.

The total entries of British shipping were 777,806 tons, of which 38,987 tons were in ballast. Of these entries, 169,822 tons came from the United Kingdom, 22,522 tons being in ballast, (588)

A 3

and 607,984 tons from foreign countries and British colonies 16,465 tons being in ballast.

The great decline in British tonnage was owing to the complete stoppage of wheat imports. A glance at the following table will show that British tonnage entering from the United States fell 85,471 tons, and from India, 41,890 tons, making together 127,361 tons, which considerably more than accounts for the total decrease in tonnage. As in previous years, a certain number of vessels only discharged part cargo at Dunkirk.

If the prognostications of a short wheat crop this year in France should turn out to be correct, we may expect to see an increase in British shipping at this port.

The following table gives the entries of British shipping in the carrying trade from foreign countries and British colonies in the years 1899-98:—

| From what Country. | 1899. | | 1898. | |
|-----------------------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Argentina | 84 | 158,907 | 80 | 146,143 |
| British India | 36 | 83,963 | 62 | 125,853 |
| Australia | 29 | 59,860 | 21 | 42,745 |
| Sierra Leone | 2 | 2,797 | .. | .. |
| Newfoundland.. .. | 4 | 618 | .. | .. |
| Chile | 43 | 68,015 | 22 | 38,072 |
| Russia | 45 | 55,235 | 54 | 61,265 |
| United States | 30 | 53,354 | 77 | 138,825 |
| Spain | 27 | 29,669 | 32 | 31,194 |
| Egypt | 12 | 19,299 | 9 | 12,274 |
| Roumania | 13 | 17,582 | 13 | 15,943 |
| Italy | 12 | 16,491 | 13 | 13,664 |
| French colonies | 7 | 14,510 | 9 | 18,811 |
| Sweden and Norway .. | 2 | 2,477 | 6 | 6,463 |
| Turkey | 1 | 1,452 | 6 | 9,282 |
| Other countries | 8 | 7,290 | 12 | 7,798 |
| Total | 355 | 591,519 | 416 | 668,832 |

Cleared.

About two-thirds of the British shipping cleared in ballast, some 30,000 tons going foreign, and the remainder to the United Kingdom.

The clearances, foreign, with cargo, were small, and were almost entirely for the United States and Saigon. For the United States, 19 vessels, measuring 37,147 tons, took cargoes; nearly half of these cargoes were carried by sailing vessels, and consisted of chalk, on which a very small freight is paid. Out of the 10 chartered vessels cleared on the Barber line (Dunkirk to New York) eight vessels, of 13,888 tons, were under the British flag. The British clearances for Saigon were 5 vessels, of 8,960 tons.

French shipping entered.

As the carrying trade from Algeria to France is reserved exclusively for French shipping, I have in this report included it in

the coasting trade, although in the Dunkirk custom-house returns it is called foreign trade. The total French tonnage entering Dunkirk from foreign ports (excluding Algeria, as stated above) amounted to 221,001 tons, of which 11,441 tons were in ballast, a reduction of 20,703 tons compared with the preceding year, the tonnage entering direct with cargoes was 193,038 tons, which included from Chile, 61,342 tons; from Argentina, 60,797 tons; and from Spain, 39,780 tons. Only one French vessel, of 1,693 tons brought cargo from British India.

The clearances foreign (excluding Algeria) with cargoes shipped at Dunkirk were 126 steamers of 76,228 tons, and 9 sailing vessels of 4,943 tons. - About half this tonnage went to French colonies, and of the remainder, 15,163 tons cleared for Brazil, 7,376 tons for Argentina and Uruguay, and 9,185 tons for Spain. Included in the general table of shipping under foreign trade clearances are a number of vessels which only discharged part cargo at Dunkirk, carrying the remainder on to other French ports.

In ballast the clearances foreign were much the same as in 1898, the total being 96,013 tons, of this, 66,470 tons were sailing tonnage for the United Kingdom, which went there chiefly to load coal for South America.

There was a reduction of 14 vessels, of 1,053 tons, in the fleet leaving Dunkirk for the Iceland fishery. The fleet, which consisted of 83 vessels, of 7,890 tons, brought back 4,355 tons of cod (increase, 213 tons), and 129 tons of oil (decrease, 31 tons). The fishery gave average results for the Dunkirk boats, and was fairly profitable to the shipowner.

The second essay in steam-trawling has proved unsuccessful, and at the present time there is no steam-trawler employed at this port.

No particular mention is required respecting the entries of shipping of other nations, except as regards the carrying trade to Dunkirk from Russian Baltic ports, which used in former years (as mentioned in 1898 report) to be chiefly in the hands of British and German shipowners, but is now getting largely into the possession of the Danes. In 1899 Danish shipping entering from those ports measured 66,776 tons, against a total of all other nations of 48,878 tons.

In 1899 only 10 steamers cleared from Dunkirk for New York by the Barber line, a reduction of seven compared with the preceding year.

The Chamber of Commerce, which formerly did all the towing at this port, now possesses only three tugs. There are, however, two tug companies at Dunkirk, one owning five and the other 3 tugs. By making a contract with one or other of these companies a large reduction is obtained on the old tariff of the Chamber of Commerce, but when no contract is made this tariff is applied by both companies.

In previous years the rate of exchange at which cheques on London could be purchased at this port generally ruled at from

$\frac{1}{2}$ to 1 c. in the *l.* higher than the Paris rate, as quoted daily in the London papers. But during the year 1899 the usual rate was 1 c., and occasionally $1\frac{1}{4}$ c. in the *l.* higher than the Paris quoted rate.

RETURN of Principal Articles of Import to Dunkirk during the Years 1899-98.

| Articles. | Quantity. | | From what Countries. |
|------------------------|-----------|-----------|--|
| | 1899. | 1898. | |
| | Tons. | Tons. | |
| Linseed | 95,591 | 79,692 | India, Argentina, Russia |
| Mustard and rape .. | 86,159 | 44,837 | India, Russia |
| Other seeds | 37,250 | 29,595 | India, Egypt, Russia |
| Ground-nuts | 6,635 | 3,089 | India, Senegal |
| Rape and other cakes | 30,411 | 29,821 | Russia, United States, United Kingdom |
| Wheat | 855 | 263,072 | United Kingdom, India |
| Rye | .. | 4,320 | |
| Barley | 117,642 | 118,114 | Algeria, Tunis, Russia |
| Oats | 15,420 | 40,466 | Russia, Algeria, United States |
| Maize | 173,492 | 165,820 | Argentina, Roumania, United States, Russia |
| Rice | 40,174 | 37,283 | Cochin-China |
| Nitrate of soda .. | 220,433 | 184,918 | Chile |
| Flax | 58,789 | 53,161 | Russia |
| Wool | 145,864 | 134,829 | Argentina, Australia, United Kingdom, Uruguay, Algeria |
| Jute | 20,196 | 33,490 | India (about 60 per cent. via London) |
| Cotton | 22,104 | 23,810 | Egypt, India, United States |
| Molasses | 1,527 | 192 | Germany |
| Petroleum | 44,563 | 39,445 | United States, Russia |
| Mineral ore | 15,831 | 14,787 | Russia, United States |
| Coal | 81,014 | 75,601 | United Kingdom |
| Bitumen | 2,046 | 1,589 | United Kingdom, Holland |
| Coal-tar pitch .. | 26,856 | 36,926 | United Kingdom |
| Lead ore | 8,740 | 3,615 | Italy, Australia, Spain, Tunis |
| Iron | 204,231 | 182,112 | Spain, Italy, Sweden, Greece |
| Zinc | 45,839 | 28,889 | Spain, Italy, Tunis |
| Manganese ore .. | 17,334 | 11,405 | India, Greece |
| Pyrites | 24,568 | 22,493 | Spain |
| Pig-iron | 18,788 | 15,547 | United Kingdom |
| Machinery | 6,416 | 5,686 | United Kingdom |
| Bricks (fire-proof) .. | 5,885 | 6,173 | United Kingdom |
| China clay | 5,392 | 7,394 | United Kingdom |
| Wood, sawn | 88,290 | 87,625 | Sweden, Russia, Norway, United States |
| Other articles .. | 147,390 | 159,468 | |
| Total | 1,765,225 | 1,945,264 | |

Imports.

The above total of 1,765,225 tons of imports, a reduction of 180,039 tons compared with the preceding year, includes all merchandise entering Dunkirk by sea, except that entering in the coasting trade, which in 1899 amounted to 159,057 tons, a decrease of 4,711 tons compared with the year 1898.

The chief increases were in ores, nitrate of soda, oleaginous

seeds and wool, and the chief decreases in wheat, oats, jute and coal tar pitch.

In oleaginous seeds there was a total increase of 18,422 tons, Oleaginous 13,611 tons of which can be credited to India. There has been a seeds. noteworthy increase in these imports from India, for in 1899 they amounted to 106,155 tons, against 92,544 tons in 1898 and 56,449 tons in 1897. The arrivals from Russia and Argentina were much on the same scale as those of the preceding year.

Owing to the good harvest in France, wheat imports only Wheat. amounted to 855 tons, whereas in 1898 they were 263,072 tons.

Barley was much the same in quantity, but considerable Barley. change in country of origin, as the French colonies of Algeria and Tunis sent 108,390 tons against 52,313 tons the preceding year; on the other hand, Russian produce fell 23,325 tons, and that from Turkey 18,394 tons.

Most of the oats came from Russia; there was a large reduction Oats. in the quantity imported.

Maize from Argentina shows the large increase of 29,792 tons, Maize. and from Roumania of 10,000 tons. An increase was also to be noted in arrivals from Russia. On the other hand, there was the large reduction of 35,886 tons in the quantity coming from the United States.

Rice imports, which show a small increase, came entirely from Rice. the French colony of Cochin-China.

There was an increase of 5,628 tons in the importation of flax Flax. compared with the preceding year. An improvement has to be noted both in the spinning and weaving industries. The exports of yarns and tissues have increased while the imports have decreased.

In jute imports there has been the large decrease of 13,294 Jute. tons on the heavy arrivals of 1898. A gentleman has favoured me with the following remarks on the jute trade. He says: "During the year 1899 the jute trade in Dunkirk and the North of France has been fairly good for spinners and manufacturers. The jute crop of 1898-99 was below the average and much below that of the previous season of 1897-98, but on account of the large surplus held over from the previous crop of 1897-98, the year 1899 opened with an average price, say 12*l.* for first marks, and this price was maintained during the first half of the year. When the forecasts of the crop were issued by the Indian Government showing a shortage of from 15 to 25 per cent., the price of raw jute gradually and steadily increased to 14*l.* 10*s.* in December, 1899, and jute is now (April, 1900) quoted at 15*l.* 15*s.* per ton.

"The year opened with a dull trade for yarn and cloth, but on account of low prices trade soon revived and there was a good demand until September, when business was checked by the advance in prices. The price of yarn has kept in close sympathy with the price of raw jute. In January 7 lea tow weft was quoted at 51 c. per kilo. (less 6 per cent. discount) and remained at this price with little variation until July, when prices gradually

hardened to 57 c. in December, and 7 lea tow weft is now (April, 1900) quoted at 62 c. per kilo. for quick delivery."

Ores.

Imports of ores have increased. In 1899 there was considerable activity in all branches of work connected in any way with the production and manufacture of metals, this activity has continued and prices of all manufactured articles have risen very considerably. As the orders received exceeded the power of production, buyers have had not only to consent to a pronounced rise in prices, but also to long delay in delivery. It is stated that all metal manufacturers in the Department of the Nord have work assured for a long time at remunerative prices.

Although there was an increase of 5,929 tons in the imports of manganese ore, the arrivals from India, which amounted to 11,680 tons, only show an increase of 275 tons. In 1899 Greece sent 3,850 tons of this ore.

Coal.

The price of coal has ruled high during the year, advancing very considerably during the winter 1899-1900. In March, 1900, the price of best house coal was 30s. per ton. Notwithstanding the high price ruling, the imports from England only increased 5,413 tons.

Sheep.

The arrivals of sheep, from Argentina 58,696 head and from Denmark 2,092 head, varied little from those of 1898.

RETURN of Principal Articles of Export from Dunkirk during
the Years 1899-98.

| Articles. | Quantity. | | To what Countries. |
|-------------------------------------|-----------|---------|---|
| | 1899. | 1898. | |
| | Tons. | Tons. | |
| Sugar.. .. | 92,263 | 86,490 | United Kingdom, Italy, Sweden, Denmark |
| Glucose | 1,016 | 1,087 | United Kingdom, Algeria |
| Linen yarn | 1,732 | 350 | United Kingdom |
| Woollen yarn | 5 | 4 | Algeria, United Kingdom |
| Cotton " | 214 | 20 | United King'om, French colonies |
| Jute " | 1,914 | 1,807 | United Kingdom, Brazil, Spain |
| " sacks " | 257 | 271 | French colonies, United Kingdom |
| Tissues | 890 | 707 | French colonies, United Kingdom |
| Potash | 2,450 | 2,563 | United Kingdom |
| Salt | 4,766 | 5,391 | Iceland fishery |
| Steel rails | 6,687 | 7,663 | French colonies |
| Bar-iron | 14,207 | 9,354 | French colonies |
| Iron plates | 1,563 | 680 | French colonies |
| Ironwork, wrought and cast | 7,448 | 6,897 | French colonies |
| Slates | 2,295 | 1,565 | United Kingdom |
| Bricks | 8,216 | 12,557 | United Kingdom |
| Cement | 8,574 | 12,444 | Cochin-China, Spain, United Kingdom |
| Chalk | 41,624 | 21,811 | United States |
| Natural phosphates | 29,139 | 32,769 | United Kingdom |
| Rags | 3,702 | 4,128 | United Kingdom, United States, Russia |
| Oils | 1,896 | 1,915 | United Kingdom, Holland, French colonies |
| Dry vegetables | 263 | 207 | French colonies, United Kingdom |
| Fresh " | 1,077 | 1,232 | United Kingdom |
| Potatoes | 4,523 | 4,902 | Algeria, Iceland fishery, United Kingdom |
| Fresh fruit | 574 | 292 | United Kingdom |
| Bottles | 3,833 | 3,168 | United Kingdom |
| Casks | 2,430 | 2,726 | United Kingdom, Algeria, Holland |
| Forage (hay and straw) | 24,089 | 31,119 | United Kingdom |
| Bran | 463 | 775 | United Kingdom |
| Coal | 55,853 | 76,470 | For bunkers (chiefly), French colonies |
| Flax | 375 | 222 | United Kingdom |
| Other articles | 115,112 | 73,437 | |
| Total | 439,455 | 405,023 | |

The above total of 439,455 tons does not include the goods Exports, exported from Dunkirk in the coasting trade which amounted to 478,544 tons, an increase of 23,553 tons compared with the preceding year.

In sugar, which was chiefly exported to the United Kingdom, Sugar.

there was an increase of 5,773 tons. Although the beet crop of 1899 was not so rich in saccharine as in the preceding year, yet the total quantity of sugar extracted in the season of 1899-1900 was greater than that of the preceding season, as the increased quantity of beet more than compensated for the falling-off in the percentage of saccharine.

Steel rails,
&c.

There is again a decrease in the export of steel rails to the French colonies, but in bar-iron, iron plates, and miscellaneous ironwork, also to the French colonies, an increase is to be noted.

Coal.

There was practically no export of coal except to French colonies. Upwards of 45,873 tons were used for bunker purposes, that is, for steamers coaling at this port.

Yarns and
tissues.

The increase in the export of yarns was especially observable in linen and cotton yarns, the former of which increased 1,382 tons and the latter 194 tons. Nearly the whole of the linen yarn was sent to the United Kingdom and about half the cotton yarn, the remainder going to the French colonies. Of the tissues, excluding jute sacks, the greater portion is exported to the French colonies. However, about 250 tons of linen and 50 tons of jute tissues were sent to the United Kingdom.

Natural
phosphates.

The whole of the natural phosphates, except 700 tons to Spain and 660 tons to Russia, went to the United Kingdom.

Bricks and
cement.

The British demand for bricks appears to be declining, for the quantity exported from Dunkirk in 1899 was only two-thirds of that in 1898, and in cement there was a still greater decline, the United Kingdom only taking 210 tons in 1899 against 4,645 tons the preceding year.

Chalk.

There is a large and increasing quantity of chalk exported to the United States in sailing vessels at a nominal freight. Masters find it to their interest to take this cargo in preference to sand ballast.

Wool
warehouse.

The wool warehouse mentioned in my reports for 1897 and 1898 is now practically completed, and will be opened in time for the imports of next season.

Shipbuilding
yard.

The levelling of the land by filling up the old canal (Cunette) preparatory to commencing the shipbuilding yard (described in last year's report) is nearly completed, and several dredgers are at work deepening the east side of the harbour for the entrance to the launching basin. The building of workshops has begun, and although very little has yet been done, it is hoped that early next year the company will be able to commence shipbuilding operations.

Proposed
increase in
dock accom-
modation.

It is proposed to increase the present accommodation for shipping by lengthening Docks 3 and 4 of the Freycinet Docks, so as to add some 1,450 yards to the existing quay space. This work will be costly as it will necessitate cutting through the ramparts.

British
seamen.

In 1899 the number of seamen engaged was 1,421 (decrease 431); discharged, 1,887 (decrease 418); and reported as deserters 89, making altogether a total of 3,397. The deserters, as in 1898, were nearly all cattle men. Only seven of these deserters were sailors who left their ships at Dunkirk.

The following table gives particulars respecting the discharge of seamen at Dunkirk during the past 12 years. The nationality, whether British or foreign, of the seamen discharged and of those who remitted during the years 1892-99, is also included in the table :—

DUNKIRK.

PARTICULARS of Seamen Discharged at Dunkirk, Wages paid in Cash and Bills, and the Amounts Forwarded to the United Kingdom by Money Orders during the 12 Years 1888-99, and by the Transmission System, from August 22, 1894, to December 31, 1899.

| Year. | Remitted to the United Kingdom. | | | | | | | | | | | | | | | Number of Seamen Discharged without Wages. | | | | | | | |
|----------|---------------------------------|-------|--------|---------------------------|----|---|---------------------------------|--------------------|--------------------|---------|---------------------|----------------------|---------|---------|---------|--|------------------|-----|-----|--------|----|----|-----------|
| | Seamen Discharged. | | Total. | Total Wages Paid in Cash. | | Total sent to the United Kingdom by Money Orders and Transmission System. | Per-centage of Wages sent home. | Money Orders. | | | | Transmission System. | | | | | Bills on Owners. | | | | | | |
| | | | | | | | | Number Issued. | | Amount. | Number Transmitted. | | Amount. | Number. | Amount. | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| British. | Foreign. | £ | s. | d. | £ | s. | d. | To British Seamen. | To Foreign Seamen. | Total. | £ | s. | d. | £ | s. | d. | £ | s. | d. | | | | |
| 1888 | ... | ... | 2,079 | 36,967 | 7 | 7 | 18,498 | 15 | 4 | 50-03 | ... | ... | 1,078 | 18,498 | 15 | 4 | ... | ... | ... | 489 | 2 | 11 | 191 |
| 1889 | ... | ... | 2,002 | 34,565 | 17 | 3 | 15,036 | 11 | 6 | 40-42 | ... | ... | 911 | 16,036 | 11 | 6 | ... | ... | ... | 637 | 19 | 3 | No return |
| 1890 | ... | ... | 2,146 | 36,729 | 6 | 5 | 15,516 | 1 | 6 | 42-34 | ... | ... | 981 | 15,516 | 1 | 6 | ... | ... | ... | 890 | 13 | 10 | 150 |
| 1891 | 2,074 | 1,001 | 3,075 | 58,921 | 6 | 8 | 27,262 | 1 | 2 | 40-58 | 1,237 | 223 | 1,460 | 27,262 | 1 | 2 | ... | ... | ... | 860 | 12 | 10 | 168 |
| 1892 | 1,779 | 961 | 2,740 | 53,013 | 7 | 10 | 21,806 | 0 | 0 | 41-13 | 987 | 166 | 1,153 | 21,806 | 0 | 0 | ... | ... | ... | 1,265 | 3 | 6 | 166 |
| 1893 | 1,211 | 628 | 1,837 | 31,137 | 6 | 3 | 13,371 | 0 | 5 | 42-94 | 649 | 118 | 767 | 13,371 | 0 | 5 | ... | ... | ... | 1,590 | 14 | 10 | 160 |
| 1894 | 1,208 | 655 | 1,863 | 31,151 | 2 | 8 | 14,501 | 13 | 2 | 46-55 | 539 | 92 | 631 | 11,386 | 13 | 1 | 156 | 47 | 203 | 643 | 14 | 8 | 141 |
| 1895 | 988 | 598 | 1,586 | 23,768 | 9 | 2 | 16,032 | 18 | 9 | 55-72 | 203 | 36 | 239 | 4,634 | 5 | 6 | 529 | 119 | 648 | 624 | 8 | 6 | 124 |
| 1896 | 879 | 501 | 1,380 | 22,845 | 0 | 5 | 12,987 | 1 | 5 | 56-84 | 134 | 29 | 163 | 2,298 | 2 | 4 | 646 | 98 | 644 | 1,129 | 11 | 5 | 40 |
| 1897 | 1,062 | 754 | 1,820 | 24,606 | 10 | 2 | 12,334 | 13 | 3 | 43-50 | 261 | 36 | 297 | 3,440 | 5 | 11 | 451 | 133 | 589 | 8,584 | 7 | 4 | 64 |
| 1898 | 1,324 | 981 | 2,305 | 38,028 | 17 | 6 | 20,344 | 15 | 10 | 43-50 | 338 | 79 | 412 | 6,562 | 17 | 6 | 615 | 204 | 819 | 14,761 | 18 | 4 | 74 |
| 1899 | 1,047 | 840 | 1,887 | 33,128 | 14 | 7 | 16,802 | 11 | 9 | 49-81 | 230 | 37 | 267 | 4,189 | 12 | 11 | 527 | 150 | 677 | 12,012 | 19 | 10 | 50 |

The year 1899 was an uneventful one for the transmission system, which was worked without difficulty of any kind. The number of men and the amount of money transmitted shows a falling-off for the same reason that accounted for the decrease in shipping, namely, the total stoppage in arrivals of wheat. Wheat cargoes are to a large extent brought in sailing ships which invariably discharge their crews at this port.

RETURN showing Nationality (whether British or Foreign) of all Seamen Engaged at the Consulate during the Years 1891-99.

| Year. | Number of British Seamen Engaged. | | Number of Foreign Seamen Engaged. | | Total Number of Seamen Engaged. | Percentage of British Seamen Engaged. | |
|-------|-----------------------------------|---------------|-----------------------------------|---------------|---------------------------------|---------------------------------------|-------|
| | By the Run. | By the Month. | By the Run. | By the Month. | | | |
| 1891 | ... | 153 | 469 | 1,173 | 385 | 2,100 | 28.40 |
| 1892 | ... | 183 | 422 | 1,078 | 295 | 1,978 | 30.58 |
| 1893 | ... | 81 | 400 | 802 | 278 | 1,261 | 38.14 |
| 1894 | ... | 135 | 386 | 551 | 451 | 1,523 | 34.20 |
| 1895 | ... | 144 | 277 | 473 | 268 | 1,162 | 36.22 |
| 1896 | ... | 152 | 187 | 355 | 378 | 1,072 | 31.62 |
| 1897 | ... | 70 | 403 | 178 | 822 | 1,473 | 32.11 |
| 1898 | ... | 94 | 501 | 427 | 830 | 1,852 | 32.12 |
| 1899 | ... | 42 | 372 | 219 | 788 | 1,421 | 29.13 |

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BUREAU OF COMMERCE,
APR 22 1900

No. 2472 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE OF ALGERIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2302.

Presented to both Houses of Parliament by Command of Her Majesty,
JULY, 1900.

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| | |
|----------------------------|-------------------|
| NOTE.—1 kilogramme | 2.204 lbs. avoir. |
| 1 quintal | 220.4 „ |
| 1 litre | 0.22 gallons |
| 1 hectolitre.. .. . | 22 „ |

No. 2472.

Annual Series.

Reference to previous Report, Annual Series No. 2302.

Report on the Trade of Algeria for the Year 1899

By MR. CONSUL-GENERAL HAY-NEWTON.

(Received at Foreign Office, June 13, 1900.)

The material situation of the colony, with the exception of the results which may arise from the bad harvest of 1899, are shown to be most satisfactory.

The imports and exports, which were 572,000,000 fr. in 1897 rose the following year to 588,000,000 fr., of which more than three-quarters—457,000,000 fr.—are exchanges with the mother country.

For the first time exports from Algeria to France have exceeded the imports from France into Algeria, showing a credit to Algeria of 7,000,000 fr. (280,000*l.*).

It would be interesting to calculate what amount of the 457,000,000 fr. of merchandise passing between France and Algeria is received by the Treasury, either on account of the tax which the transport pay to the State, or for the direct duty upon stamps, bills of lading, and the postal and telegraphic correspondence produced by these exchanges. If this calculation were possible it would show that an appreciable element has been added to the receipts of the Treasury, which helps to lighten the cost of administering the colony.

The amount, moreover, diminishes every year by the sole progression of the receipts foreseen by the estimates. This progression, which during a long period has been about 1,500,000 fr. yearly, will this year be more than 4,000,000 fr.

The official journal states that the amount received in Algeria during the first 10 months of the year has been higher by 3,569,000 fr. than the first 10 months of 1898, which gives for the whole year an increase of 4,280,000 fr. if the same proportion is maintained during the remaining two months.

It is noticeable that this increase was produced entirely by the development of production.

The results of 1899 will be, however, it is to be feared, less satisfactory. The hopes to which the beginning of the year gave rise have not been sustained, partial rains, the inroads of locusts, mildew, and exceptional sirocco having done great damage both to the crops and vines.

(615)

A 2

The phosphates, which have been discovered in Algeria, are in two separate belts.

The north belt includes the district of Souk Ahras, passes to the south of Constantine, to the east and to the north of Setif in the district of Borj Bou Arreridj, runs into the department of Algiers by the south-east of Aumale, touches the territory of Boghari and Berronaghia, is again found on the plateau of Sersou, arrives at the Department of Oran by Tiaret, Sidi Bel Abbes, and Ain-Temouchent.

The south belt includes the famous beds of Tebessa, and borders the Sahara, a considerable amount on the surface to the north-east of the Aurès and to the west of Biskra; it again comes to the surface at intervals to the east of Laghouat and between Biskra and Ouargla.

These two belts constitute a large reserve of natural manure, which has been estimated at from 150,000,000 to 200,000,000 tons, and is sufficient to supply France for 400 years.

Until lately phosphates have all been shipped in a crude state to factories outside Algeria. An industrial establishment has now been opened at Bône, which treats on the spot these phosphates of Algeria and transforms them into superphosphate. Another is shortly to be opened at Maison Carrée, near Algiers. For the transformation of the phosphate, sulphuric acid is necessary, and for the purpose pyrites have been imported from Spain; it is hoped to obtain it for the factory at Maison Carrée from the Camp des Chênes, about 50 miles distant.

There has lately been a good deal of prospecting for mines, principally in the department of Constantine. During the year 1899 there were over 500 requests for permission to prospect.

The mining fever in Algeria only commenced with the discovery and opening up of the phosphates at Tebessa in 1893, and of Tocqueville in 1896. It became much more intense with the discovery of important beds of calamine, and one hears now of copper and lead mines, which give great hopes. Certain sales have been made. A calamine mine called Bou Taleb has, it is said, changed hands for 2,000,000 fr.; another mine at Sidi Youssef also for 2,000,000 fr.; another at Guergour was sold for from 4,000,000 fr. to 5,000,000 fr.; and one or two others at from 200,000 fr. up to 1,500,000 fr.

An important discovery has just been reported from the region of Souk Ahras.

Between 149 and 150 kiloms. from Souk Ahras, on both sides of the railway to Tunis, on the banks of the Medjerdah, metallic croppings with patches of azurite and malachite have been found in a bed of quartzite.

The samples taken and sent for analysis are said to have given 45½ kilos. of copper and 20 kilos. of silver per ton of ore.

This is the first time that such richness in silver has been discovered in this region, and the mines will most probably be

worked, with the above data, rather for their silver than for their copper.

The metal is found in the quartz rock in narrow veins across beds, which have a very pronounced north to south direction. Crossing the great break of the Medjerdah running east and west, it dives into the river to reappear on the other side, to cross the cutting of the railway, and finally disappear 400 yards further on below the schist and superimposed layers of earth.

This quartz rock, which is the most ancient known in the country, can be classed with the impermeable schists which cover it as sedimentary of the late primary period. Dome-shaped, having a covering of schist, this rock fractured in every direction by the pressure it has undergone, has been eminently favourable to the condensation of the metallic vapours and liquids. The covering of schist has prevented any loss, thus the mineral is seen over a large surface on both sides of the principal break.

The narrow gauge railway to Golea will shortly be completed by the opening of a tunnel from the quays of Algiers to a point outside the town. This tunnel is now very nearly finished, having taken about 18 months, at a cost of 40,000*l.*, a comparatively low amount for a length of nearly 1,000 yards. During the excavations an important seam of blue-stone was met with and the material extracted was nearly the only one used. This railway will bring into communication with the harbour the neighbouring south-west district, which yields wine, early vegetables and fruit, much appreciated in France.

The drainage, or rather the want of drainage, of Mustapha had become lately a most serious question. It has at last been taken in hand by the authorities, and a large drain following the main road of Mustapha Supérieur has during the whole of the last winter been in course of construction. Although it has undoubtedly caused a great deal of inconvenience and congestion of traffic on this, the most frequented road of Algiers, it will, when finished, greatly improve the sanitary state of that district, and it will, it is hoped, be quite completed before next winter.

A new spraying machine for dealing with the cryptogamic diseases of the vine, such as *oidium spermospora*, is at this moment under the observation of the Agricultural Society of Algeria. By a special arrangement the machine can utilise the pressure produced by the formation of acetylene for the perfect distribution of this bouillie on the plants treated. The trials made by the inventor caused him to reduce the dose of sulphate of copper to 500 grammes per hectolitre of water. This bouillie has the double advantage of requiring the use of a less quantity of sulphate of copper and ensuring a constant production of acetylene which gives a perfect distribution, at the same time allowing the labourer the free use of both hands. The inventor also claims that this bouillie resists the heaviest and most continuous rains.

The number of visitors to Algiers this last winter was, from
(615)

A 3

various reasons, again very much below the average of former years. Hotels in Mustapha suffered in consequence. It is greatly to be regretted that little or nothing is done to induce more people to visit this beautiful country, which in winter has a climate beneficial to invalids much resembling that of England in summer.

Trade and
commerce.

Mr. Vice-Consul Drummond-Hay reports as follows:—

The general commerce of Algeria with France and foreign countries for the decade 1889 to 1898 (imports and exports included) has had an average volume estimated at 524,794,988 fr. a year. This sum is an increase of 111,098,372 fr. on the average for the preceding decade. The percentage of trade with the mother country has increased in the same period from 67·7 to 78·4 per cent. of the whole.

With respect to imports, the increase in the average value has been 32,091,352 fr. in the last 10 years, while the export average has gone up from 178,190,809 fr. to 257,645,570 fr., a difference of 79,454,761 fr.

The total excess of imports over exports from 1879 to 1888 was 573,149,967 fr., while from 1889 to 1898 it was only 95,038,480 fr.

During the year 1898 the general commerce of Algeria with the mother country, foreign countries, French colonies and protectorates attained a total (imports and exports included) of 587,991,745 fr. This is an increase of 15,362,255 fr. on the previous year. The details are as follows:—

IMPORTS.

| | | | | | | Value. |
|---|----|----|----|----|----|-------------|
| | | | | | | Francs. |
| French products | .. | .. | .. | .. | .. | 225,535,389 |
| Foreign products imported through France or directly from foreign countries | .. | .. | .. | .. | .. | 76,687,669 |
| Total, 1898 | .. | .. | .. | .. | .. | 302,223,058 |
| | | | | | | £ |
| Equivalent in sterling | .. | .. | .. | .. | .. | 12,088,922 |

This represents an increase of 25,322,631 fr. on the imports for 1897.

ALGERIA.

7

EXPORTS. :

| | | | | | | Value. |
|--|----|----|----|----|----|-------------|
| | | | | | | Francs. |
| Exports from Algeria to France during 1898 | .. | .. | | | | 232,136,851 |
| „ to foreign countries | .. | .. | .. | .. | .. | 56,631,836 |
| Total | .. | .. | .. | .. | .. | 288,768,687 |
| | | | | | | £ |
| Equivalent in sterling | .. | .. | | | | 11,550,747 |

In 1897 the value of exports amounted to 295,727,961 fr.
There is thus a falling-off in 1898 of 6,959,274 fr. (278,371l.).

IMPORTATIONS.

| Articles. | 1898. | | | | 1897. | | | | Differences in Quantities as Compared with the Results of 1897. | | |
|--|---|------------|-----------|-----------|---|-----------|------------|-----------|---|-----------|------------|
| | French by Origin or by Importation to France. | | Total. | | French by Origin or by Importation to France. | | Total. | | | | |
| | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. | Increase. | Decrease. | |
| | | France. | | France. | | France. | | France. | | France. | |
| Arms, powder, and ammunition | Kil. 4. | 891,161 | 1,943,757 | 1,310 | 23,508 | 582,571 | 1,947,266 | 1,081 | 18,654 | 545,511 | 37,080 |
| Seagoing vessels | Tons. | 2,099,721 | 3,997,875 | 6,380 | 1,289,210 | 1,840 | 1,249,210 | 4,575 | 1,087,985 | 4,575 | 1,805 |
| Butter and cheese | Kilos. | 2,469,336 | 1,556,701 | 582,865 | 938,345 | 2,792,586 | 4,936,220 | 826,748 | 861,939 | 2,863,387 | 4,919,679 |
| Beer | " | 1,139,564 | 71,362 | 3,466,537 | 1,660,302 | 1,560,302 | 1,560,302 | 4,063 | 2,032 | 3,333,711 | 182,746 |
| Jewellery and clockwork | " | 667,026 | 4,507,942 | 24,833 | 213,479 | 691,869 | 4,721,421 | 17,608 | 64,965 | 1,307,296 | ... |
| Fancy articles, fans, brushes, and buttons | " | 219,555 | 2,083,009 | 40,671 | 3,917,112 | 42,025 | 6,000,121 | 10,919 | 146,781 | 638,257 | 33,602 |
| Timber | Kilos. | 2,159,760 | 2,691,712 | 10,239 | 12,297 | 2,169,999 | 2,693,999 | 4,158 | 4,926,403 | 61,560 | 19,634 |
| Candles of all sorts | " | 1,562,108 | 3,038,110 | 4,492,942 | 8,068,088 | 6,097,189 | 1,049 | 1,877 | 4,493,471 | 47,834 | ... |
| Coffee | " | 237,603 | 8,292,193 | 730,972 | 12,967,390 | 1,588,257 | 3,067,189 | 19,307 | 39,292 | 333,101 | 10,209 |
| Carriages and parts of carriages | " | 40,769 | 716,970 | 163 | 2,692 | 40,922 | 719,292 | 1,321 | 8,492,236 | 722,067 | 13,784,218 |
| Cereals (grain and flour) | Quintals | 40,769 | 716,970 | 163 | 2,692 | 40,922 | 719,292 | 1,321 | 7,502 | 43,071 | 246,508 |
| Hats of straw, bark or esparto, &c. | " | 106,464 | 819,404 | 719 | 437,600 | 722 | 733,100 | 838 | 2,671,970 | 865,473 | ... |
| Horses | Head | 804,808 | 971,120 | 18,894 | 16,478 | 823,682 | 821,661 | 849 | 347,500 | 8,024 | 424,360 |
| Chocolate | " | 583,203 | 1,494,591 | 7,432 | 23,976 | 570,635 | 1,000,840 | 10,026 | 17,863 | 97,839 | 19,328 |
| Colours | " | 80,966 | 4,427,786 | 232 | 23,976 | 81,198 | 4,481,762 | 106 | 1,015,866 | 1,064,428 | ... |
| Copper | " | 162,919 | 494,253 | 25,484 | 74,779 | 176,378 | 479,032 | 40,421 | 35,363 | 252,321 | 218,314 |
| Breadstuffs | " | 1,668,927 | 2,630,708 | 145,968 | 297,468 | 1,744,892 | 2,928,116 | 40,421 | 120,677 | 197,378 | 8,019 |
| Wine, spirits or liquors | " | 21,127,248 | 3,316,979 | 211,246 | 18,978,213 | 3,335,357 | 20,029,349 | 233,203 | 50,866 | 1,372,366 | 19,006 |
| Medicinal herbs | " | 765,693 | 1,042,740 | 51,767 | 64,024 | 817,460 | 1,106,764 | 65,105 | 178,545 | 2,577,187 | 372,926 |
| Thread of all sorts | " | 1,531,793 | 708,236 | 4,111,613 | 1,272,249 | 4,943,408 | 1,981,538 | 2,600,197 | 940,382 | 3,000,389 | 1,025,341 |
| Gas-iron, iron and steel | " | 254,304 | 276,734 | 24,223 | 25,439 | 278,532 | 305,173 | 184,211 | 1,785,998 | 6,614,645 | ... |
| Preserved fruit, sweet biscuits, &c. | " | 1,719,778 | 1,154,899 | 22,357 | 16,768 | 1,742,156 | 1,171,067 | 20,042 | 11,809 | 221,099 | 57,433 |
| Fruit, table, dry or preserved | " | 5,691,871 | 1,960,276 | 19,863 | 7,020 | 5,691,794 | 1,987,296 | 17,214 | 1,809 | 1,637,107 | 106,028 |
| Sowing seeds | " | ... | ... | ... | ... | ... | ... | ... | ... | 5,206,202 | 443,582 |
| Grease, animal | " | ... | ... | ... | ... | ... | ... | ... | ... | 1,730,746 | ... |
| Wool, semolina, pearled grain, macaroni, &c. | " | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* Tons measurement.

ALGERIA.

| | 1898 | 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | 1923 | 1924 | 1925 | 1926 | 1927 | 1928 | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 | 1937 | 1938 | 1939 | 1940 | 1941 | 1942 | 1943 | 1944 | 1945 | 1946 | 1947 | 1948 | 1949 | 1950 | 1951 | 1952 | 1953 | 1954 | 1955 | 1956 | 1957 | 1958 | 1959 | 1960 | 1961 | 1962 | 1963 | 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 | 1971 | 1972 | 1973 | 1974 | 1975 | 1976 | 1977 | 1978 | 1979 | 1980 | 1981 | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 | 1989 | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 | 2046 | 2047 | 2048 | 2049 | 2050 | 2051 | 2052 | 2053 | 2054 | 2055 | 2056 | 2057 | 2058 | 2059 | 2060 | 2061 | 2062 | 2063 | 2064 | 2065 | 2066 | 2067 | 2068 | 2069 | 2070 | 2071 | 2072 | 2073 | 2074 | 2075 | 2076 | 2077 | 2078 | 2079 | 2080 | 2081 | 2082 | 2083 | 2084 | 2085 | 2086 | 2087 | 2088 | 2089 | 2090 | 2091 | 2092 | 2093 | 2094 | 2095 | 2096 | 2097 | 2098 | 2099 | 2100 | 2101 | 2102 | 2103 | 2104 | 2105 | 2106 | 2107 | 2108 | 2109 | 2110 | 2111 | 2112 | 2113 | 2114 | 2115 | 2116 | 2117 | 2118 | 2119 | 2120 | 2121 | 2122 | 2123 | 2124 | 2125 | 2126 | 2127 | 2128 | 2129 | 2130 | 2131 | 2132 | 2133 | 2134 | 2135 | 2136 | 2137 | 2138 | 2139 | 2140 | 2141 | 2142 | 2143 | 2144 | 2145 | 2146 | 2147 | 2148 | 2149 | 2150 | 2151 | 2152 | 2153 | 2154 | 2155 | 2156 | 2157 | 2158 | 2159 | 2160 | 2161 | 2162 | 2163 | 2164 | 2165 | 2166 | 2167 | 2168 | 2169 | 2170 | 2171 | 2172 | 2173 | 2174 | 2175 | 2176 | 2177 | 2178 | 2179 | 2180 | 2181 | 2182 | 2183 | 2184 | 2185 | 2186 | 2187 | 2188 | 2189 | 2190 | 2191 | 2192 | 2193 | 2194 | 2195 | 2196 | 2197 | 2198 | 2199 | 2200 | 2201 | 2202 | 2203 | 2204 | 2205 | 2206 | 2207 | 2208 | 2209 | 2210 | 2211 | 2212 | 2213 | 2214 | 2215 | 2216 | 2217 | 2218 | 2219 | 2220 | 2221 | 2222 | 2223 | 2224 | 2225 | 2226 | 2227 | 2228 | 2229 | 2230 | 2231 | 2232 | 2233 | 2234 | 2235 | 2236 | 2237 | 2238 | 2239 | 2240 | 2241 | 2242 | 2243 | 2244 | 2245 | 2246 | 2247 | 2248 | 2249 | 2250 | 2251 | 2252 | 2253 | 2254 | 2255 | 2256 | 2257 | 2258 | 2259 | 2260 | 2261 | 2262 | 2263 | 2264 | 2265 | 2266 | 2267 | 2268 | 2269 | 2270 | 2271 | 2272 | 2273 | 2274 | 2275 | 2276 | 2277 | 2278 | 2279 | 2280 | 2281 | 2282 | 2283 | 2284 | 2285 | 2286 | 2287 | 2288 | 2289 | 2290 | 2291 | 2292 | 2293 | 2294 | 2295 | 2296 | 2297 | 2298 | 2299 | 2300 | 2301 | 2302 | 2303 | 2304 | 2305 | 2306 | 2307 | 2308 | 2309 | 2310 | 2311 | 2312 | 2313 | 2314 | 2315 | 2316 | 2317 | 2318 | 2319 | 2320 | 2321 | 2322 | 2323 | 2324 | 2325 | 2326 | 2327 | 2328 | 2329 | 2330 | 2331 | 2332 | 2333 | 2334 | 2335 | 2336 | 2337 | 2338 | 2339 | 2340 | 2341 | 2342 | 2343 | 2344 | 2345 | 2346 | 2347 | 2348 | 2349 | 2350 | 2351 | 2352 | 2353 | 2354 | 2355 | 2356 | 2357 | 2358 | 2359 | 2360 | 2361 | 2362 | 2363 | 2364 | 2365 | 2366 | 2367 | 2368 | 2369 | 2370 | 2371 | 2372 | 2373 | 2374 | 2375 | 2376 | 2377 | 2378 | 2379 | 2380 | 2381 | 2382 | 2383 | 2384 | 2385 | 2386 | 2387 | 2388 | 2389 | 2390 | 2391 | 2392 | 2393 | 2394 | 2395 | 2396 | 2397 | 2398 | 2399 | 2400 | 2401 | 2402 | 2403 | 2404 | 2405 | 2406 | 2407 | 2408 | 2409 | 2410 | 2411 | 2412 | 2413 | 2414 | 2415 | 2416 | 2417 | 2418 | 2419 | 2420 | 2421 | 2422 | 2423 | 2424 | 2425 | 2426 | 2427 | 2428 | 2429 | 2430 | 2431 | 2432 | 2433 | 2434 | 2435 | 2436 | 2437 | 2438 | 2439 | 2440 | 2441 | 2442 | 2443 | 2444 | 2445 | 2446 | 2447 | 2448 | 2449 | 2450 | 2451 | 2452 | 2453 | 2454 | 2455 | 2456 | 2457 | 2458 | 2459 | 2460 | 2461 | 2462 | 2463 | 2464 | 2465 | 2466 | 2467 | 2468 | 2469 | 2470 | 2471 | 2472 | 2473 | 2474 | 2475 | 2476 | 2477 | 2478 | 2479 | 2480 | 2481 | 2482 | 2483 | 2484 | 2485 | 2486 | 2487 | 2488 | 2489 | 2490 | 2491 | 2492 | 2493 | 2494 | 2495 | 2496 | 2497 | 2498 | 2499 | 2500 | 2501 | 2502 | 2503 | 2504 | 2505 | 2506 | 2507 | 2508 | 2509 | 2510 | 2511 | 2512 | 2513 | 2514 | 2515 | 2516 | 2517 | 2518 | 2519 | 2520 | 2521 | 2522 | 2523 | 2524 | 2525 | 2526 | 2527 | 2528 | 2529 | 2530 | 2531 | 2532 | 2533 | 2534 | 2535 | 2536 | 2537 | 2538 | 2539 | 2540 | 2541 | 2542 | 2543 | 2544 | 2545 | 2546 | 2547 | 2548 | 2549 | 2550 | 2551 | 2552 | 2553 | 2554 | 2555 | 2556 | 2557 | 2558 | 2559 | 2560 | 2561 | 2562 | 2563 | 2564 | 2565 | 2566 | 2567 | 2568 | 2569 | 2570 | 2571 | 2572 | 2573 | 2574 | 2575 | 2576 | 2577 | 2578 | 2579 | 2580 | 2581 | 2582 | 2583 | 2584 | 2585 | 2586 | 2587 | 2588 | 2589 | 2590 | 2591 | 2592 | 2593 | 2594 | 2595 | 2596 | 2597 | 2598 | 2599 | 2600 | 2601 | 2602 | 2603 | 2604 | 2605 | 2606 | 2607 | 2608 | 2609 | 2610 | 2611 | 2612 | 2613 | 2614 | 2615 | 2616 | 2617 | 2618 | 2619 | 2620 | 2621 | 2622 | 2623 | 2624 | 2625 | 2626 | 2627 | 2628 | 2629 | 2630 | 2631 | 2632 | 2633 | 2634 | 2635 | 2636 | 2637 | 2638 | 2639 | 2640 | 2641 | 2642 | 2643 | 2644 | 2645 | 2646 | 2647 | 2648 | 2649 | 2650 | 2651 | 2652 | 2653 | 2654 | 2655 | 2656 | 2657 | 2658 | 2659 | 2660 | 2661 | 2662 | 2663 | 2664 | 2665 | 2666 | 2667 | 2668 | 2669 | 2670 | 2671 | 2672 | 2673 | 2674 | 2675 | 2676 | 2677 | 2678 | 2679 | 2680 | 2681 | 2682 | 2683 | 2684 | 2685 | 2686 | 2687 | 2688 | 2689 | 2690 | 2691 | 2692 | 2693 | 2694 | 2695 | 2696 | 2697 | 2698 | 2699 | 2700 | 2701 | 2702 | 2703 | 2704 | 2705 | 2706 | 2707 | 2708 | 2709 | 2710 | 2711 | 2712 | 2713 | 2714 | 2715 | 2716 | 2717 | 2718 | 2719 | 2720 | 2721 | 2722 | 2723 | 2724 | 2725 | 2726 | 2727 | 2728 | 2729 | 2730 | 2731 | 2732 | 2733 | 2734 | 2735 | 2736 | 2737 | 2738 | 2739 | 2740 | 2741 | 2742 | 2743 | 2744 | 2745 | 2746 | 2747 | 2748 | 2749 | 2750 | 2751 | 2752 | 2753 | 2754 | 2755 | 2756 | 2757 | 2758 | 2759 | 2760 | 2761 | 2762 | 2763 | 2764 | 2765 | 2766 | 2767 | 2768 | 2769 | 2770 | 2771 | 2772 | 2773 | 2774 | 2775 | 2776 | 2777 | 2778 | 2779 | 2780 | 2781 | 2782 | 2783 | 2784 | 2785 | 2786 | 2787 | 2788 | 2789 | 2790 | 2791 | 2792 | 2793 | 2794 | 2795 | 2796 | 2797 | 2798 | 2799 | 2800 | 2801 | 2802 | 2803 | 2804 | 2805 | 2806 | 2807 | 2808 | 2809 | 2810 | 2811 | 2812 | 2813 | 2814 | 2815 | 2816 | 2817 | 2818 | 2819 | 2820 | 2821 | 2822 | 2823 | 2824 | 2825 | 2826 | 2827 | 2828 | 2829 | 2830 | 2831 | 2832 | 2833 | 2834 | 2835 | 2836 | 2837 | 2838 | 2839 | 2840 | 2841 | 2842 | 2843 | 2844 | 2845 | 2846 | 2847 | 2848 | 2849 | 2850 | 2851 | 2852 | 2853 | 2854 | 2855 | 2856 | 2857 | 2858 | 2859 | 2860 | 2861 | 2862 | 2863 | 2864 | 2865 | 2866 | 2867 | 2868 | 2869 | 2870 | 2871 | 2872 | 2873 | 2874 | 2875 | 2876 | 2877 | 2878 | 2879 | 2880 | 2881 | 2882 | 2883 | 2884 | 2885 | 2886 | 2887 | 2888 | 2889 | 2890 | 2891 | 2892 | 2893 | 2894 | 2895 | 2896 | 2897 | 2898 | 2899 | 2900 | 2901 | 2902 | 2903 | 2904 | 2905 | 2906 | 2907 | 2908 | 2909 | 2910 | 2911 | 2912 | 2913 | 2914 | 2915 | 2916 | 2917 | 2918 | 2919 | 2920 | 2921 | 2922 | 2923 | 2924 | 2925 | 2926 | 2927 | 2928 | 2929 | 2930 | 2931 | 2932 | 2933 | 2934 | 2935 | 2936 | 2937 | 2938 | 2939 | 2940 | 2941 | 2942 | 2943 | 2944 | 2945 | 2946 | 2947 | 2948 | 2949 | 2950 | 2951 | 2952 | 2953 | 2954 | 2955 | 2956 | 2957 | 2958 | 2959 | 2960 | 2961 | 2962 | 2963 | 2964 | 2965 | 2966 | 2967 | 2968 | 2969 | 2970 | 2971 | 2972 | 2973 | 2974 | 2975 | 2976 | 2977 | 2978 | 2979 | 2980 | 2981 | 2982 | 2983 | 2984 | 2985 | 2986 | 2987 | 2988 | 2989 | 2990 | 2991 | 2992 | 2993 | 2994 | 2995 | 2996 | 2997 | 2998 | 2999 | 3000 | 3001 | 3002 | 3003 | 3004 | 3005 | 3006 | 3007 | 3008 | 3009 | 3010 | 3011 | 3012 | 3013 | 3014 | 3015 | 3016 | 3017 | 3018 | 3019 | 3020 | 3021 | 3022 | 3023 | 3024 | 3025 | 3026 | 3027 | 3028 | 3029 | 3030 | 3031 | 3032 | 3033 | 3034 | 3035 | 3036 | 3037 | 3038 | 3039 | 3040 | 3041 | 3042 | 3043 | 3044 | 3045 | 3046 | 3047 | 3048 | 3049 | 3050 | 3051 | 3052 | 3053 | 3054 | 3055 | 3056 | 3057 | 3058 | 3059 | 3060 | 3061 | 3062 | 3063 | 3064 | 3065 | 3066 | 3067 | 3068 | 3069 | 3070 | 3071 | 3072 | 3073 | 3074 | 3075 | 3076 | 3077 | 3078 | 3079 | 3080 | 3081 | 3082 | 3083 | 3084 | 3085 | 3086 | 3087 | 3088 | 3089 | 3090 | 3091 | 3092 | 3093 | 3094 | 3095 | 3096 | 3097 | 3098 | 3099 | 3100 | 3101 | 3102 | 3103 | 3104 | 3105 | 3106 | 3107 | 3108 | 3109 | 3110 | 3111 | 3112 | 3113 | 3114 | 3115 | 3116 | 3117 | 3118 | 3119 | 3120 | 3121 | 3122 | 3123 | 3124 | 3125 | 3126 | 3127 | 3128 | 3129 | 3130 | 3131 | 3132 | 3133 | 3134 | 3135 | 3136 | 3137 | 3138 | 3139 | 3140 | 3141 | 3142 | 3143 | 3144 | 3145 | 3146 | 3147 | 3148 | 3149 | 3150 | 3151 | 3152 | 3153 | 3154 | 3155 | 3156 | 3157 | 3158 | 3159 | 3160 | 3161 | 3162 | 3163 | 3164 | 3165 | 3166 | 3167 | 3168 | 3169 | 3170 | 3171 | 3172 | 3173 | 3174 | 3175 | 3176 | 3177 | 3178 | 3179 | 3180 | 3181 | 3182 | 3183 | 3184 | 3185 | 3186 | 3187 | 3188 | 3189 | 3190 | 3191 | 3192 | 3193 | 3194 | 3195 | 3196 | 3197 | 3198 | 3199 | 3200 | 3201 | 3202 | 3203 | 3204 | 3205 | 3206 | 3207 | 3208 | 3209 | 3210 | 3211 | 3212 | 3213 | 3214 | 3215 | 3216 | 3217 | 3218 | 3219 | 3220 | 3221 | 3222 | 3223 | 3224 | 3225 | 3226 | 3227 | 3228 | 3229 | 3230 | 3231 | 3232 | 3233 | 3234 | 3235 | 3236 | 3237 | 3238 | 3239 | 3240 | 3241 | 3242 | 3243 | 3244 | 3245 | 3246 | 3247 | 3248 | 3249 | 3250 | 3251 | 3252 | 3253 | 3254 | 3255 | 3256 | 3257 | 3258 | 3259 | 3260 | 3261 | 3262 | 3263 | 3264 | 3265 |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----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|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----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EXPORTATIONS.

| Articles. | 1896. | | | | | | 1897. | | | | | | Differences in Quantities as Compared with the Results of 1897. | |
|--|-------------|------------|------------|------------------------|------------|------------|-------------|------------|------------|------------------------|------------|-----------|---|--------|
| | For France. | | | For Foreign Countries. | | | For France. | | | For Foreign Countries. | | | | Total. |
| | Quantity. | Value. | France. | Quantity. | Value. | France. | Quantity. | Value. | France. | Quantity. | Value. | France. | | |
| Sheep | 1,163,783 | 22,827,308 | 1,723 | 39,109 | 1,165,516 | 22,866,417 | 1,076,419 | 20,564,739 | 1,029 | 23,687 | 20,598,425 | 88,066 | ... | |
| Cattle | 41,686 | 12,482,347 | 4,136 | 1,316,810 | 48,792 | 13,812,157 | 40,450 | 13,908,478 | 1,046 | 521,668 | 14,430,146 | 4,296 | ... | |
| Cereals, grain and flour | 1,419,743 | 29,312,812 | 138,466 | 2,435,999 | 1,658,209 | 31,747,931 | 1,033,733 | 21,912,204 | 74,678 | 1,570,189 | 23,482,893 | 550,202 | ... | |
| Coral, raw | 1,356 | 101,825 | 775 | 49,406 | 2,130 | 181,031 | 395,080 | 834 | 60,257 | 455,337 | 3,352 | ... | | |
| Vegetable hair | 7,163,469 | 1,556,147 | 14,255,839 | 1,568,142 | 21,419,298 | 3,118,269 | 7,909,838 | 1,591,972 | 20,905,595 | 2,305,115 | 22,945,453 | 7,546,155 | ... | |
| Brandy, spirits, and liquors | 15,328 | 1,178,008 | 1,374 | 112,182 | 16,902 | 1,290,190 | 12,245 | 982,560 | 515 | 39,349 | 1,021,909 | 4,142 | ... | |
| Tan barks, ground or otherwise | 5,822,479 | 553,136 | 5,499,760 | 522,477 | 11,322,739 | 1,075,613 | 6,114,206 | 590,830 | 5,080,575 | 492,654 | 11,184,785 | 1,063,484 | 127,464 | |
| Medicinal herbs | 115,696 | 295,531 | 28,849 | 100,115 | 154,845 | 354,696 | 177,063 | 398,830 | 19,830 | 46,214 | 186,893 | 445,044 | 42,348 | |
| Hay | 1,648,134 | 243,924 | 4,343,374 | 642,819 | 5,991,508 | 898,743 | 3,122,542 | 485,259 | 8,671,711 | 1,292,085 | 11,784,233 | 7,577,344 | 5,802,745 | |
| Table fruit | 21,237,985 | 4,792,060 | 1,214,070 | 237,093 | 22,452,056 | 5,029,183 | 3,132,542 | 3,893,145 | 139,332 | 38,760 | 16,631,356 | 3,921,920 | 6,320,796 | |
| Meal, semolina | 1,407,233 | 464,393 | 46,721 | 15,418 | 1,453,974 | 479,811 | 960,242 | 297,675 | 283,455 | 81,671 | 1,223,697 | 379,316 | 230,277 | |
| Coal for bunkers | 1,348,319 | 728,092 | 33,970 | 6,649,315 | 3,463,185 | 6,649,315 | ... | 3,345,100 | 5,990,074 | 3,345,100 | 5,990,074 | ... | ... | |
| Olive oil | 44,617 | 1,561,595 | 5,166 | 16,985 | 1,352,289 | 745,077 | 1,099,498 | 633,311 | 28,788 | 18,268 | 1,128,286 | 643,569 | 254,003 | |
| Essential oils or essences | 5,128,666 | 8,000,718 | 31,739 | 49,591 | 5,150,455 | 8,050,309 | 6,815,917 | 1,423,586 | 203 | 12,210 | 7,018,962 | 1,536,765 | 8,964 | |
| Wool | ... | ... | ... | ... | ... | ... | ... | 232,385 | 7,018,962 | 10,107,305 | ... | 1,868,507 | ... | |
| Vegetables, fresh, and their soups, dry, and scraped, &c., in boards | 6,604,334 | 1,551,084 | 95,420 | 71,565 | 6,698,754 | 1,722,649 | 3,890,313 | 1,472,578 | 68,759 | 27,731 | 6,989,072 | 1,500,309 | 289,318 | |
| Corkwood, raw, scraped, &c., in boards | 1,900,495 | 357,115 | 57,320 | 16,460 | 1,857,815 | 373,575 | 947,073 | 197,549 | 295,251 | 79,388 | 1,242,324 | 277,037 | 615,491 | |
| Cork, worked | 4,236,817 | 2,118,409 | 4,121,555 | 2,060,828 | 8,358,472 | 4,179,137 | 3,300,027 | 3,150,014 | 5,682,977 | 2,831,489 | 11,963,004 | 5,981,503 | 3,604,532 | |
| Iron ore | 92,940 | 464,700 | 3,668 | 17,830 | 96,506 | 482,550 | 39,076 | 445,880 | 43,536 | 217,690 | 132,612 | 683,080 | 36,106 | |
| Lead | 682,247 | 614,022 | 4,149,431 | 3,657,015 | 4,931,578 | 4,141,088 | 648,020 | 893,218 | 3,658,990 | 3,560,325 | 4,508,610 | 3,944,060 | 325,668 | |
| Zinc | ... | ... | 2,253,922 | 388,612 | 2,428,922 | 388,612 | ... | 2,431,723 | 242,172 | 2,431,723 | 242,172 | 7,698 | ... | |
| Skins and furs, raw | 2,367,077 | 731,880 | 32,655,195 | 1,692,579 | 35,944,195 | 2,323,959 | 1,649,218 | 247,875 | 24,979 | 1,423,803 | 1,574,297 | 1,671,676 | 34,869,898 | |
| | ... | ... | ... | 2,609,575 | 3,170,625 | 9,946,790 | 1,849,352 | 5,739,376 | 682,925 | 1,792,562 | 2,642,247 | 1,531,988 | 624,275 | ... |

Imports.

As may be seen from the preceding tables, the imports for 1898 which show an increase over the previous year are, in the case of food supplies, cereals, spirituous liquors, fresh meat, and rice ; in the case of industrial materials, copper, cast-iron, iron and steel, coal, building materials, zinc, &c. ; in the case of manufactures, carriages, all kinds of thread, machinery, furniture and wooden articles, tools and metal work, prepared hides, jute tissues, made up garments and draper's goods.

For the increase in the importation of cereals the decree of May, 1898, is responsible, which temporarily allowed free admission to foreign wheat.

Wine-growers took advantage of the decree of 1894, which enables them to introduce alcohols free of duty for the " mutage " of their wine. To this, in part, is due the increased importation of spirituous liquors ; in part, also, it is due to the suppression of the supervisory measures under which distillers of absinthe, liqueurs, and spirituous compounds formerly laboured.

Other products owe their increased importation to the stimulus given to colonisation.

The imported goods which, on the other hand, show a diminution are fresh fruits, common timber, tobacco in leaf and in parcel, toys, perfumery, made up tobacco, woollen and silk tissues, &c. Of these diminutions the only one of any importance is that of tobacco, and this is due to the raising of the custom-house charges on that article by the laws of December 28, 1895, and March 29, 1897.

The imported articles in which most business has been done are, in order of importance, cotton tissues, cereals, made up garments, coal, furniture and woodwork, tools and metal-work, skin and leather manufactures, woollen tissues, &c.

Exports.

The exports which show an increase during 1898 are, in the case of food supplies, olive oil, dried vegetables, and potatoes ; in the case of industrial materials, raw hides, phosphates, alfa, iron, lead and zinc.

The exports which show a decrease are live-stock, cereals, forage, fresh vegetables, fresh fish, wines, vegetable hair, bark for tanning purposes, raw cork, and tobacco in leaf.

Octroi-de-mer.

The octroi-de-mer shows a further increase as was anticipated. This may be seen from the following figures for the first 10 months of 1898, compared with the first 10 months of 1899 :—

| Port. | Amount. | | | | | |
|-----------------------|-----------|----|-----------|----|-----------|----|
| | 1898. | | 1899. | | Increase. | |
| | Francs | c. | Francs | c. | Francs | c. |
| Algiers | 2,543,449 | 53 | 3,189,575 | 06 | 646,125 | 53 |
| Constantine | 999,680 | 42 | 1,144,147 | 04 | 144,466 | 62 |
| Oran | 2,084,397 | 38 | 2,396,790 | 09 | 362,392 | 76 |
| Total | 5,577,527 | 28 | 6,780,512 | 19 | 1,152,984 | 91 |
| Equiv. in sterling .. | £ | | £ | | £ | |
| | 223,101 | | 269,220 | | 46,119 | |

The amount collected for sanitary dues during the first nine months of 1899 as compared with the same period for 1898 realised:—

| Year. | | | | | | Amount. |
|---------------------------|----|----|----|----|----|---------|
| | | | | | | Francs. |
| 1898 | .. | .. | .. | .. | .. | 93,261 |
| 1899 | .. | .. | .. | .. | .. | 112,814 |
| Increase, 1899 | | | | | | 19,553 |
| Equivalent in sterling .. | | | | | | £ s. d. |
| | | | | | | 782 2 6 |

The number of vessels (sail and steam) which entered during 1898 was 3,200, of which 2,702 were French. This shows a total decrease of 62 as compared with the previous year. The tonnage, on the other hand, shows an increase of 342,663 tons, being 1,673,513 tons for 1898, as against 1,330,850 tons for 1897.

With regard to the number of ships clearing there is an increase of 26 over the previous year (3,228 for 1898, as against 3,202 for 1897). Of the ships clearing 2,738 were French. The total tonnage similarly shows an increase, amounting to 1,368,519 tons in 1898, as compared with 1,304,262 tons in 1897.

ENTERED.

| Nationality. | Number of Vessels. | | | Tonnage. | | |
|----------------|--------------------|-------|-----------|-----------|-----------|------------|
| | 1897. | 1898. | Decrease. | 1897. | 1898. | Incr. ase. |
| French | 2,762 | 2,702 | 60 | 925,252 | 1,252,967 | 327,715 |
| Foreign | 500 | 498 | 2 | 406,598 | 420,546 | 14,948 |
| Total | 3,262 | 3,200 | 62 | 1,330,850 | 1,673,513 | 342,663 |

CLEARED.

| Nationality. | Number of Vessels. | | | Tonnage. | | |
|----------------|--------------------|-------|-----------|-----------|-----------|-----------|
| | 1897. | 1898. | Increase. | 1897. | 1898. | Increase. |
| French | 2,722 | 2,738 | 16 | 918,475 | 950,867 | 32,392 |
| Foreign | 480 | 490 | 10 | 285,787 | 417,652 | 131,865 |
| Total | 3,202 | 3,228 | 26 | 1,204,262 | 1,368,519 | 164,257 |

The following table gives the number of ships calling here in 1899 belonging to the five nations which mostly frequent Algiers (French not included):—

| Nationality. | | | | | | Number of Vessels. |
|---------------------|----|----|----|----|----|--------------------|
| British | .. | .. | .. | .. | .. | 1,698 |
| German | .. | .. | .. | .. | .. | 167 |
| Austro-Hungarian .. | .. | .. | .. | .. | .. | 101 |
| Norwegian | .. | .. | .. | .. | .. | 96 |
| Swedish | .. | .. | .. | .. | .. | 24 |

The average number of voyages made by vessels (steam and sail) for the past 20 years was 6,762. The tonnage amounted to 3,639,935 tons.

For the period 1889-98 the average number of voyages was 6,376, and the tonnage 3,971,607 tons, an increase of 663,345 tons over that of the preceding decade.

In the navigation between Algeria and foreign countries the French flag claims from 1879-98 on an average 675 voyages, and a tonnage of 244,091 tons; from 1889-98 it claims an average of 233,876 tons; from 1879-88 it had been 255,106 tons.

Under various foreign flags an average of 2,859 voyages was made in the years 1879-88, with a tonnage of 1,092,092 tons; for the ten years, 1889-99, the average tonnage was 1,211,130 tons, having been in 1879-88 only 973,056 tons.

The following table shows the number of vessels (relâcheurs) calling each month for bunker-coal at the port of Algiers from September 1, 1898, to September 1, 1899, as compared with the previous year :—

| Month. | Number of Vessels. | |
|-------------------|--------------------|----------|
| | 1897-98. | 1898-99. |
| September | 106 | 109 |
| October | 153 | 144 |
| November | 139 | 123 |
| December | 150 | 135 |
| January | 106 | 105 |
| February.. .. . | 87 | 92 |
| March | 104 | 103 |
| April | 93 | 102 |
| May | 119 | 91 |
| June | 116 | 89 |
| July | 95 | 94 |
| August | 100 | 77 |
| Total | 1,380 | 1,264 |
| Decrease | 116 | |

It will be seen from this table that there has been a decrease of 116 in the number of vessels.

In 1898 only one mining concession was inquired into, being Mines that of E. C. Gourine, for combustible material, which was given to a glass manufacturing company.

In 1899 three concessions have been examined, viz. :—

1. A concession for zinc and lead mining at Beccaria, in the commune of Tebeza, department of Constantine.

2. A concession for zinc at Kef Semmah, in the commune of Guergour, department of Constantine.

3. A concession for iron mines at Dar-Rih, in the neighbourhood of Beni Saf, department of Oran.

The granting of these three concessions brings the total number of mining grants in Algeria to 55, of which, however, only 20 are being worked.

In the department of Algiers the zinc mines working are those of Ouarsenis, Sakamody, Nador Chair, and Guerrouma, and their output for the year is estimated at 963,626 fr.

At present eleven demands for concessions are under consideration, chiefly for petroleum, iron, lead, and zinc mines.

Three companies have applied for concessions for working Petroleum. petroleum mines. The localities to be exploited are : Ain Teft, in the department of Oran, and the Tiliovanet district, in the commune of Hillil. Two companies have applied for concessions in the latter district.

A report has lately been issued by M. Henry Neuberger, who

was commissioned by the Governor-General to examine the petroliferous possibilities of the department of Oran. He states that four zones rich in petroleum exist in Western Algeria; they stretch from north-west to south-east for a distance, which in the south zone (Flitta country) apparently exceeds 125 miles. The soil is precisely similar to that of the rich deposits of Baku and Galicia, and seems to warrant great expectations.

Mineral oil exists, without doubt, at various depths in the department of Oran, and has, in fact, been struck in one district of this department, but not as yet in sufficient quantity to justify working. At any moment the borings, which are being made in the likely formations, may meet with success.

In the department of Constantine there are also petroliferous districts, which appear to be the direct continuation of the zones observed in the department of Oran; their composition and lie are identical.

Phosphates.

The phosphate mines of the department of Constantine continue to show an increased output.

| Proprietors. | Situation of Mines. | Yield. |
|--|---------------------------------|---------|
| | | Tons. |
| Crookston | Djebel Dyr | 75,200 |
| The Constantine Phosphate Company, Limited | Djebel Konif. | 115,800 |
| Société Française of Tebessa | Aïn Dibba and Aïn Kissa | 44,500 |
| Société Française of Tocqueville | Tocqueville | 34,000 |
| | Total | 269,500 |
| | „ 1897 | 228,141 |
| | Increase, 1893 | 41,359 |

Thus there is an increase of 41,359 tons over the preceding year.

The following table gives the export figures since 1893—the year when the phosphate industry commenced :—

| Year. | Quantity. |
|--------------|-----------|
| | Tons. |
| 1893 | 5,118 |
| 1894 | 47,957 |
| 1895 | 113,044 |
| 1896 | 143,098 |
| 1897 | 220,617 |
| 1898 | 249,721 |

During the first nine months of 1899, 209,256 tons have been exported, as against 191,798 tons for the corresponding period of 1898.

In 1895 a duty of 50 c. was imposed on every ton of phosphate extracted from the mines for use outside Algeria. The yield from this duty has been as follows :—

| Year. | | | | | | Amount. |
|------------------------|----|----|----|----|----|---------|
| | | | | | | Franks. |
| 1895.. | .. | .. | .. | .. | .. | 9,681 |
| 1896.. | .. | .. | .. | .. | .. | 71,549 |
| 1897.. | .. | .. | .. | .. | .. | 110,308 |
| 1898.. | .. | .. | .. | .. | .. | 126,480 |
| 1899 (first 10 months) | .. | .. | .. | .. | .. | 103,187 |

206,374 tons of phosphate, therefore, were shipped from Algeria during the first 10 months of 1899.

Further researches have been made in the districts of Morsott and Tocqueville. The results in the latter case have been favourable, in the former, disappointing. There seems also a prospect of successful phosphate mining in the country south of Guelma.

The yield of cork for 1899 shows a falling-off of some 9,000 Cork quintals. This is accounted for by a recent change in the method of dealing with the trees. Previous to 1899, bark of a thickness of 23 millims. was stripped from the trees. It is in future to have a minimum thickness of 25 millims. The falling-off is, therefore, merely temporary.

The following table shows the annual yields from 1890 :—

| Year. | | | | | | Quantity Sold. | Value. |
|---------|----|----|----|----|----|----------------|-----------|
| | | | | | | Quintals. | Franks. |
| 1890 .. | .. | .. | .. | .. | .. | 1,263 | 34,032 |
| 1891 .. | .. | .. | .. | .. | .. | 5,491 | 234,342 |
| 1892 .. | .. | .. | .. | .. | .. | 11,034 | 399,787 |
| 1893 .. | .. | .. | .. | .. | .. | 12,817 | 371,138 |
| 1894 .. | .. | .. | .. | .. | .. | 11,198 | 388,339 |
| 1895 .. | .. | .. | .. | .. | .. | 14,074 | 503,991 |
| 1896 .. | .. | .. | .. | .. | .. | 22,073 | 696,815 |
| 1897 .. | .. | .. | .. | .. | .. | 31,240 | 992,698 |
| 1898 .. | .. | .. | .. | .. | .. | 51,142 | 1,227,489 |
| 1899 .. | .. | .. | .. | .. | .. | 43,000 | .. |

The total realised by the sale of the 1899 crop is not yet known. 1,409,800 trees were dealt with in 1898 in the whole of Algeria.

The bark of trees too old to be used to supply cork may profitably be employed for tanning purposes.

The following table gives the productions of the Algerian forests in cork, timber, and alfa during 1898 :—

| Articles. | Value. | | | | | | | |
|--------------|----------|----|--------|----|--------------|----|-----------|----|
| | Algiers. | | Oran. | | Constantine. | | Total. | |
| | Francs | c. | Francs | c. | Francs | c. | Francs | c. |
| Cork | 419,465 | 01 | 54,086 | 76 | 753,937 | 60 | 1,227,489 | 37 |
| Timber | 32,528 | 25 | 31,618 | 60 | 214,163 | 75 | 278,310 | 60 |
| Alfa | 87 | 50 | 7,962 | 60 | 15,562 | 07 | 23,612 | 17 |

Harbour works.

A sum of 2,200,000 fr. is to be expended on the improvement of the port of Mostaganem. At Algiers work has been commenced upon the Agha Harbour, for which 5,650,000 fr. is the estimated cost.

At Bougie, also, important works have been undertaken with a view to the construction of a commercial harbour, and at Bône the port is to be improved and enlarged. Projects are, further, under consideration for the improvement of the harbours of Oran and Philippeville.

Agriculture.

The results of the harvest of 1899 are, all over Algeria, moderate, and in many districts bad. This is due to a long stretch of dry and hot weather at the beginning of the year, followed by prolonged and heavy rains.

The accompanying table gives the yield in the various departments :—

TABLE showing Yield in the Various Departments.

| Department. | Hard Wheat. | | Soft Wheat. | | Barley. | | Beans. | | Oats. | | Dart. | |
|---------------------|-------------------------|------------------------|-------------------------|----------------------|-------------------------|------------------------|-------------------------|---------------------|-------------------------|---------------------|-------------------------|---------------------|
| | Area under Cultivation. | Quantity Produced. | Area under Cultivation. | Quantity Produced. | Area under Cultivation. | Quantity Produced. | Area under Cultivation. | Quantity Produced. | Area under Cultivation. | Quantity Produced. | Area under Cultivation. | Quantity Produced. |
| Algiers | .. | Quintals. 1,070,802 | Hectares. .. | Quintals. 284,819 | Hectares. .. | Quintals. 1,870,205 | Hectares. .. | Quintals. 38,289 | Hectares. .. | Quintals. 98,522 | Hectares. .. | Quintals. 59,374 |
| Oran | 177,859 | 761,082 | 122,970 | 663,435 | 388,838 | 1,893,834 | 7,598 | 43,205 | 53,403 | 504,346 | 1,051 | 8,445 |
| Constantine .. | 675,840 | 3,320,161 | 13,596 | 87,344 | 718,756 | 3,886,711 | 15,097 | 61,400 | 14,656 | 106,999 | 14,659 | 72,320 |
| Harvest, 1898-99 .. | .. | 5,152,145 | .. | 1,085,798 | .. | 7,150,750 | .. | 142,894 | .. | 704,867 | .. | 189,139 |
| " 1897-98 .. | .. | 5,780,719 | .. | 1,598,598 | .. | 9,028,420 | .. | 196,400 | .. | 874,402 | .. | 147,607 |
| Decrease, 1898-99 | .. | 628,574 | .. | 512,800 | .. | 1,877,670 | .. | 53,506 | .. | 169,535 | .. | 8,468 |

NOTE.—1 hectare = 2.471 acres.

An agricultural show was held at Algiers in May, 1899. The numbers of exhibitors and exhibits showed an increase over former years. There were good classes of sheep and agricultural machinery. In the latter class there were many exhibits of local manufacture. A successful horse show was held at the same time.

Olivea.

Efforts are being made to establish on a sound basis the cultivation of the olive in Algeria. Trial is being made at the botanical gardens at Rouïba of trees from the various olive-producing countries with a view to selecting the kinds specially suitable to this country.

Viticulture.

Viticulture for 1899 was bad. The principal cause of this was mildew, which was especially virulent in the departments of Oran and Algiers. A sirocco of extraordinary fierceness occurring towards the end of July found the plants denuded of their leaves by the mildew, and caused wholesale destruction. The combined effect of mildew and sirocco is estimated in the department of Algiers at a loss of one-half of the crop.

The following table shows the approximate yield in the three departments of Algiers, Oran, and Constantine in 1899, as compared with the preceding 12 months :—

| Department. | | | | | Area under Cultivation. | Production. |
|------------------|----|----|----|----|-------------------------|--------------|
| | | | | | Hectares. | Hectolitres. |
| Algiers | .. | .. | .. | .. | 51,482 | 1,851,000 |
| Oran | .. | .. | .. | .. | 65,958 | 1,807,892 |
| Constantine | .. | .. | .. | .. | 86,068 | 794,145 |
| Harvest, 1898-99 | .. | .. | .. | .. | 153,498 | 4,453,037 |
| „ 1897-98 | .. | .. | .. | .. | 135,719 | 4,476,720 |
| Increase | .. | .. | .. | .. | 17,779 | .. |
| Decrease | .. | .. | .. | .. | .. | 23,683 |

NOTE.—1 hectolitre = 22·01 gallons.

The net result is therefore a decrease of 23,683 hectolitres in the total production, and an increase of 16,779 hectares in the amount of land in cultivation.

Phylloxera.

With a view to obviating the hardships experienced by many wine-growers in consequence of the previous enactments for the prevention of phylloxera, the Law of March 23, 1899, was passed, authorising the growers of any district to cultivate on their properties what vines they pleased, irrespective of their place of origin. Such authorisation would be conditional on a petition being signed by more than half the growers of the district, and representing at least two-thirds of the cultivated area in question. After examination by the authorities, the petition would be presented for the assent of the Governor-General. A fairly large proportion of districts took advantage of this law.

In the department of Algiers no traces were found during 1899 of phylloxera. Wine-growers in the department of Oran

were less fortunate, though the evil was confined to two or three localities. In the department of Constantine there was a good deal of phylloxera in different parts, and the contaminated districts increased in number. The neighbourhoods of Condé, Smendon, and Bône suffered most severely.

Various improvements in the train services of Algeria have **Railways.** been effected during the past year. The most notable is the night train, which now runs three times a week from Algiers to Oran. It is to be hoped that the example of the Compagnie Paris-Lyon-Méditerranée will be followed by the Est-Algérien on their line from Algiers to Constantine.

With regard to recent railway construction, nothing has been done since 1892, except the continuation of the line from Oran to the south beyond Ain Sefra to Djenien-bou-Rezg. It is now being continued to Duveyrier, and will doubtless be pushed on rapidly towards the Southern Oases. This is, indeed, one of the three lines which are destined in the near future to open up the Algerian hinterland. The other two are the Berronaghia-Saghout and the Biskra-Ouargla lines. Both the latter are at present stationary, but undoubtedly will be proceeded with before long.

There was no epidemic in the department of Algiers in 1899. **Health.** Isolated cases of typhoid, typhus, scarlatina, small-pox, and diphtheria occurred. Among the troops at Saghout and Ghardaïa there was an epidemic of typhoid. The number of cases was 48. At El Golea there were two cases of yellow fever. Small epidemics of typhoid occurred at Oran and Bel Abbès, and in various other localities in the department of Oran. A considerable number of diphtheria cases were also reported from Oran. The department of Constantine suffered more severely than the other two. Cases of typhoid were fairly frequent in many localities, and typhus epidemics occurred at Ain-el-Ksar and Oubed-si-Mangor. There were also a number of cases of small-pox and diphtheria, especially at Constantine and Robertville.

The rumours of plague at Bougie, Algiers, and Philippeville were officially denied and proved groundless. They resulted, however, in considerable harm to Algiers as a winter health resort.

There is a great opening for capable and experienced sheep- **Sheep farming.** farmers in this country. Till quite recently the industry was entirely in the hands of the Arabs of the Southern plains. Farmers of the Tell plateaux, who formerly confined their operations to buying from the natives and fattening the animals for sale, are now taking up the business of breeding with good results. The country is well adapted to the business; plenty of water and food are to be found.

The rainfall for the last four years has been as follows:— **Rainfall.**

| Year. | | | | | | Inches. |
|-------|----|----|----|----|----|---------|
| 1896 | .. | .. | .. | .. | .. | 20·27 |
| 1897 | .. | .. | .. | .. | .. | 15·75 |
| 1898 | .. | .. | .. | .. | .. | 37·18 |
| 1899 | .. | .. | .. | .. | .. | 21·62 |

The heaviest rains occurred during the months of March, November, and December. In the latter month 6·95 inches were registered.

ORAN.

Mr. Vice-Consul Barber reports as follows :—

Esparto grass.

The excess of esparto grass of 1898 has been fully maintained, although prices are no higher, and this notwithstanding the general rise in prices on all manufacturing commodities. In fact, wood-pulp, which is esparto's greatest competitor, has advanced very considerably. This is explained by the fact that coals and chemicals which are so largely required for the manufacture of paper from esparto, have augmented in price so greatly as to fully counterbalance any rise which might have profited esparto but for that reason.

The total quantity exported from this province to the United Kingdom is as follows :—

| | | | | | | Quantity. |
|-------------------------------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| Shipped from the port of Oran | .. | .. | .. | .. | .. | 58,256 |
| " " Arzeu | .. | .. | .. | .. | .. | 18,465 |
| Total | .. | .. | .. | .. | .. | 76,721 |

Of this, 53,609 tons went to Scottish and 23,112 tons to English ports. Small lots have been occasionally shipped to Belgium, Spain and Portugal. To Belgium esparto is exported for paper manufacturing, and to Spain for basket-making; to Portugal for rope-making for the fishing industry, for which its lightness and softness render it particularly apt.

Crin végétal.

The high prices which have been ruling have stimulated the production of crin végétal considerably, and a number of new plants have been laid down. The total shipments from this port were 16,237 tons, or an augmentation of 4,022 tons over 1898.

Quay dues.

The concessions accorded in the matter of quay dues will be replaced by the Droits de Péage, or town dues, of 35 c. a ton on all cargo loaded or discharged, with a maximum charge on the net register tonnage thus: A ship of 1,000 tons net register would pay no more if she discharged her full cargo or carrying capacity

of, say, 2,500 tons, and loaded a similar quantity of 2,500 tons, or in all a handling of 5,000 tons of cargo, than if she loaded or discharged 1,000 tons of cargo only. These dues are levied for the purpose of dredging and deepening the harbour, building large docks or warehouses, enlarging the jetties, and in fact improving the harbour accommodation generally. As soon as the necessary sum has been raised to defray the cost of these works the tax is to be abolished, but it will require several years before this can be done.

Cattle exports show a decrease as compared with 1898, the figures being for 1898, 9,428, and for 1899, 4,203. Sheep also show a decrease of 155,694, the figures being for 1898, 479,711, and for 1899, 324,017.

The light narrow-gauge line from Oran to Arzeu, in connection with the Franco-Algerien, Arzeu to Saida, and Djenien Bou Reszg, is completed from Arzeu to St. Cloud, or about one-third of the distance, and the work is being rapidly pushed on on the remaining sections. That from Oran to Hamman Bou Hadjar is still uncommenced, some administrative formalities requiring to be completed. These lines are being anxiously awaited, as they traverse rich and well cultivated districts.

Oran is now in possession of an excellent service of electric trams, which offer great advantages to its inhabitants, and has considerably enhanced the value of all lands in the suburbs which are in their line of route. Oran being excessively hilly, these tramways are the more welcome, as they render great services to the population.

The exportation of wine shows a very considerable increase, the result of the large acreage planted within the last three or four years, coupled with a fairly good crop; the plantations are being actively pushed on and augment yearly, the colonists being assured that vineyards are the most certain as well as the best paying culture, and there is no doubt but that Algeria, and the province of Oran in particular, must be reckoned with in the near future as a great wine-producing country.

In my own memory many scores of thousands of acres which were uncleared brushwood are now luxuriant vineyards. The figures are as follows, showing the enormous increase of 33,894,429 litres (7,459,803 gallons):—

| Year. | | | | | Quantity. | |
|----------|----|----|----|----|-------------|------------|
| | | | | | Litres. | Gallons. |
| 1898 | .. | .. | .. | .. | 114,197,716 | 25,183,702 |
| 1899 | .. | .. | .. | .. | 148,092,145 | 32,593,505 |
| Increase | | | | | 33,894,429 | 7,459,803 |

Mistel, or vin de liqueur, also shows an equally remarkable increase, the figures being :—

(615)

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| Year. | | | | | Quantity. | |
|----------|----|----|----|----|-----------|-----------|
| | | | | | Litres. | Gallons. |
| 1898 | .. | .. | .. | .. | 4,420,282 | 977,668 |
| 1899 | .. | .. | .. | .. | 7,320,627 | 1,619,201 |
| Increase | | | | | 2,900,345 | 641,508 |

Coaling ships (bunkers). My fears that Oran could not compete with Algiers, Gibraltar, and Malta for the coaling of ships are confirmed, as none others have since called, and the little coaling done here is confined to ships coming directly to this port. The importations are confined almost entirely to the Welsh qualities.

Agricultural machinery. The crop prospects are fairly good, and I trust that the importation of agricultural machinery from the United Kingdom will be large for the coming year.

Grain imports. The grain importations during the year have, with the exception of maize, but little of which is grown here, almost ceased. Flour is also much less. The figures are as follows :—

| Articles. | | | | | Quantity. | | |
|-----------|----|----|----|----|-----------|-----------|-------------|
| | | | | | 1898. | 1899. | Difference. |
| | | | | | Quintals. | Quintals. | Quintals. |
| Wheat | .. | .. | .. | .. | 65,528 | 1,655 | 63,973 |
| Oats | .. | .. | .. | .. | 22 | 7 | 15 |
| Barley | .. | .. | .. | .. | 130,193 | 2,458 | 127,735 |
| Maize | .. | .. | .. | .. | 101,186 | 27,920 | 73,266 |
| Flour | .. | .. | .. | .. | 68,063 | 40,950 | 27,113 |
| Total | .. | .. | .. | .. | 364,992 | 72,890 | 292,102 |

or a decrease of 292,102 quintals.

Grain exports. The total export of grain is smaller than the previous year by a little larger figure than the imports, barley, maize, and flour alone showing an excess, so that the balance of trade will not have been much more against Oran than in 1898. A good harvest would, however, completely change the figures by wiping out imports and greatly augmenting exports. Such a crop is promising well for 1900, and it is to be hoped for the sake of the long-suffering colonists and natives that such may be realised.

EXPORTATION.

| | Quantity. | | | |
|-----------------|-----------|-----------|-----------|-----------|
| | 1898. | 1899. | Decrease. | Increase. |
| | Quintals. | Quintals. | Quintals. | Quintals. |
| Wheat | 482,805 | 361,049 | 121,756 | .. |
| Barley | 382,177 | 448,863 | .. | 66,686 |
| Oats | 551,081 | 294,139 | 256,892 | .. |
| Maize | .. | 304 | .. | 304 |
| Flour | .. | 3,585 | .. | 3,585 |
| Total | 1,416,013 | 1,107,940 | 378,648 | 70,575 |
| Net decrease .. | .. | .. | 808,073 | |

The fruit and vegetable trade is gradually increasing, exports Fruit and being 4,717 tons, as against 4,231 tons in 1898, or a net increase vegetables of 486 tons. Details are as follows:—

| | Quantity. | | | |
|------------------|-----------|-------|-----------|-----------|
| | 1898. | 1899. | Decrease. | Increase. |
| | Tons. | Tons. | Tons. | Tons. |
| Vegetables | 1,905 | 2,296 | .. | 391 |
| Fruits | 1,538 | 986 | 552 | .. |
| Potatoes | 788 | 1,436 | .. | 647 |
| Total | 4,231 | 4,717 | 552 | 1,088 |
| Net increase .. | .. | .. | 486 | |

The establishment of steam trawlers here has also opened up a Fishery. trade in the exportation of fresh fish. These are sent in ice to Marseilles, and the quantity for the year reached a total of 326 tons.

The importations of both petroleum and cotton oil from Petroleum America continue as large as ever. I can advise no further and oils. advance in the obtaining of concessions for the former, although several successful wells have been sunk in the neighbourhood of Pulizane. Still, as yet, no trade has been opened up, and we are as before tributary to other countries. I do not, however, despair of some day seeing large productions from this region, and consequently large exportations.

The British shipping visiting this port shows a decrease of 19 Shipping. ships and 8,717 tons, as compared with 1898. The figures are as follows:—

| | 1898. | | 1899. | |
|---------------|--------------------|-----------------------|--------------------|-----------------------|
| | Number of Vessels. | Net Register Tonnage. | Number of Vessels. | Net Register Tonnage. |
| Steam | 127 | 115,168 | 111 | 106,580 |
| Sailing | 7 | 407 | 4 | 323 |
| Total | 134 | 115,570 | 115 | 106,853 |

The imposition of 35 c. a ton as town dues, or "droits de péage," will not, I trust, affect the trade with the United Kingdom. British ships carry only coals outwards and esparto grass home-wards, in which foreign ships cannot so far compete. Freights will, no doubt, become higher in consequence of this extra charge.

Coals and patent fuel.

The imports of coal and patent fuel remain almost stationary, and notwithstanding the high prices ruling are almost entirely from the Welsh district; quantity is about 55,000 tons.

Cotton and manufactured goods.

In cotton and manufactured goods there is no change in prospects. British manufacturers are, however, waking up to the necessity of sending abroad catalogues and price-lists, &c., in the language of the country. For reasons, however, given in my last report, I fear that but slight success will attend their efforts in this province.

, BENI-SAF.

Minerals.

The augmentation in shipments of iron ore from this port was fully maintained in 1899, 26,224 tons in excess of 1898, 49,485 tons in excess of 1897, and 159,761 tons in excess of 1896, the total quantity for the year being 393,143 tons, and shipped to the following countries:—

| To— | Quantity. | | | |
|--------------------|-----------|---------|-----------|-----------|
| | 1898. | 1899. | Decrease. | Increase. |
| | Tons. | Tons. | Tons. | Tons. |
| United Kingdom .. | 190,083 | 183,257 | 6,826 | .. |
| Holland.. .. | 103,925 | 141,635 | .. | 37,710 |
| France | 39,265 | 28,714 | 10,551 | .. |
| Belgium | 14,694 | .. | 14,694 | .. |
| Germany | 17,852 | 16,945 | 907 | .. |
| Austria-Hungary .. | 1,100 | .. | 1,100 | .. |
| America | .. | 22,592 | .. | 22,592 |
| Total | 366,919 | 393,143 | 34,078 | 60,302 |
| Net increase .. | .. | .. | 26,224 | |

The large increase of shipments to Holland is remarkable, and this country seems destined to soon equal the United Kingdom. The renewal of shipments to America after a complete cessation of several years (America was at one time Beni-Saf's largest customer) is also noteworthy, whilst Belgium and Austria-Hungary have ceased entirely, France has fallen-off about 25 per cent., and the United Kingdom nearly 3 per cent. The ore is shipped as follows:—

| | 1898. | | 1899. | |
|---------------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 98 | 271,698 | 90 | 278,428 |
| Foreign | 41 | 95,321 | 40 | 114,715 |
| Total | 139 | 366,919 | 130 | 393,143 |

It will be remarked that although the amount carried is in excess of previous years, the number of ships loaded is less; this is easily accounted for by the great increase in the tonnage of new ships.

The augmentation of quantities carried in British bottoms is very slight, being only 6,730 tons or a little over 2 per cent. over 1898. The augmentation of quantities carried by foreign ships is, however, a much more serious item, and amounts to no less than 19,494 tons, or more than 20 per cent. over 1898.

Iron is also being shipped from a creek named Honai, but none goes to the United Kingdom. Quantities are so far small, and all has gone to Holland.

A mine of calamine or zinc ore, situated between Marnia and Nemours, and which formerly belonged to an Englishman, Mr. Pitcairn, now deceased, has been reopened, and a sample cargo or two has been shipped from Nemours for Antwerp. I am informed that this is likely to be extended, and that the necessary plant for calcination is being laid down at the mine.

Several lots of marble and onyx have been shipped to America, France and Italy, the marble principally from the renowned Numidian quarries belonging to the Delmonte family.

These marbles were fully described by the late Sir R. L. Playfair. He considered them as being unique and of great value.

Onyx has been shipped principally from the quarries at Ain Oryx. Tek Balek and Oued Chouly. Specimens of these, I am informed, will be exposed in the Algiers section of the International Exhibition in Paris, as also a work of art made from the newly discovered quarries of Sidi Hamza, near Lamoricière in this province. The quality of this latter is said to be almost faultless, both in colour and soundness.

The Province of Oran contains valuable deposits of marble and onyx, and it is to be hoped that a sufficient demand may spring from the exhibits to enable these quarries to be worked fully and profitably.

Bône.

Mr. Vice-Consul de la Croix reports as follows:—

Imports.

There being no regular line of direct steamers from British ports calling at Bône, opportunities for an import trade in general merchandise are necessarily restricted.

Coal.

Coal continues to be the principal article imported.

The figures of imports from Great Britain compared with 1898 are as follows:—

| Nature of Merchandise. | Quantity. | | | |
|--------------------------|-----------|--------|-----------|-----------|
| | 1899. | 1898. | Increase. | Decrease. |
| | Tons. | Tons. | Tons. | Tons. |
| Coal | 29,518 | 34,572 | .. | 5,054 |
| Machinery | 182 | 111 | 72 | .. |
| Sulphate of copper | 98 | 5 | 93 | .. |
| Salt meat | 10 | .. | 10 | .. |

Machinery.

British manufacturers of steam engines, threshing machines and hay presses hold the trade. Ploughs, mowers, reapers, harrows and hoes are all of American make.

Sulphate of copper.

A marked increase exists in the import of English sulphate of copper. It is considered purer and preferred in the market to the French article.

Cereals.

The year 1899 must be characterised as a year of drought. All the grain crops consequently suffered in point of bulk, and inopportune rains at harvest time resulted in a considerable deterioration of quality. Brewing barley, the only grain exported to British ports, was much inferior to the usual standard, and hence no business was carried through. The prospects for next season at this date are very discouraging. During the months of January, February and March the weather in the mountain districts of the interior has been exceptionally severe. Heavy rains and snowfalls have succeeded one another, and, in consequence of the wet state of the soil, it is estimated that from one-half to one-third of the land under cultivation has been left unseeded.

Hay.

The crop of hay last season was only half an average. Almost the entire surplus over local requirements was bought up for the military needs of Tunis. The outbreak of the war with the Transvaal caused a rapid clearing out of all the stock which remained for shipment to the United Kingdom.

Great Britain continues being the principal consumer of esparto grass. This trade is entirely in the hands of British subjects. Esparto grass.

The two concessions for phosphates owned by British subjects, from which were derived the greater part of the exports, have been bought up by French companies. This trade has therefore now gone out of British hands. For the past year the exports to British ports amount to 55,005 tons. This figure shows a decrease of 15,650 tons in comparison with the previous year. Phosphates.

The result of this year's vintage was as good as that of 1898. 9,484,552 gallons were shipped for France. Prices attained 12s. to 14s. per 22 gallons. Vintage.

The quantity of iron ore exported for the year to British ports amounted to 35,400 tons, which is about the same figure as in 1898. Iron ore.

STATEMENT of the Principal Articles Exported from Bône during the Year 1899 compared with the Year 1898.

| Nature of Merchandise. | | Quantity. | | | |
|------------------------|------------|-----------|-----------|-----------|-----------|
| | | 1898. | 1899. | Increase. | Decrease. |
| Cattle | Number | 8,545 | 13,711 | 5,166 | .. |
| Horses | " | 3,885 | 4,571 | 686 | .. |
| Sheep | " | 30,117 | 49,471 | 19,354 | .. |
| Hides, raw | Tons .. | 66 | 375 | 309 | .. |
| Fish | " .. | 763 | 640 | .. | 123 |
| Wheat | " .. | 5,474 | 12,386 | 6,912 | .. |
| Barley | " .. | 6,133 | 10,063 | 3,925 | .. |
| Oats | " .. | 3,778 | 4,835 | 1,057 | .. |
| Vegetables, dry | " .. | 504 | 165 | .. | 339 |
| " fresh | " .. | 441 | 306 | .. | 135 |
| Oil | " .. | 86 | 164 | 78 | .. |
| Esparto fibre | " .. | 6,750 | 6,302 | .. | 448 |
| Wine, ordinary | Gallons .. | 9,706,004 | 9,484,552 | .. | 221,452 |
| Fruits | Tons .. | 550 | 293 | .. | 257 |
| Cork, rough | " .. | 2,553 | 3,007 | 454 | .. |
| Tan bark | " .. | 2,494 | 1,922 | .. | 572 |
| Tobacco | " .. | 351 | 455 | 104 | .. |
| Hay | " .. | 6,542 | 6,954 | 412 | .. |
| Wool | " .. | 253 | 266 | 13 | .. |
| Ore— | | | | | |
| Iron | " .. | 117,199 | 134,427 | 17,228 | .. |
| Lead | " .. | 2,342 | 5,753 | 3,411 | .. |
| Zinc | " .. | 14,800 | 4,503 | .. | 10,297 |
| Phosphates | " .. | 223,760 | 225,798 | 2,038 | .. |

The various prices of articles in demand in Great Britain were, during 1899, as follows :—

| Articles. | | | | | | Price— | | | | | |
|----------------------------|----|----|----|----|----------|--------|----|----|-----|----|----|
| | | | | | | From— | | | To— | | |
| | | | | | | £ | s. | d. | £ | s. | d. |
| Wheat | .. | .. | .. | .. | Per ton | 8 | 8 | 0 | 8 | 16 | 0 |
| Barley | .. | .. | .. | .. | " | 5 | 4 | 0 | 7 | 0 | 0 |
| Oats | .. | .. | .. | .. | " | 5 | 15 | 0 | 6 | 0 | 0 |
| Hay | .. | .. | .. | .. | " | 1 | 15 | 0 | 2 | 16 | 0 |
| Cork— | | | | | | | | | | | |
| 1st and 2nd quality, mixed | .. | .. | .. | .. | " | 30 | 0 | 0 | 32 | 0 | 0 |
| 3rd quality | .. | .. | .. | .. | " | 10 | 8 | 0 | 14 | 0 | 0 |
| Tan bark | .. | .. | .. | .. | " | 6 | 16 | 0 | 7 | 4 | 0 |
| Olive-oil | .. | .. | .. | .. | " | 30 | 0 | 0 | 40 | 0 | 0 |
| Hides | .. | .. | .. | .. | " | 56 | 0 | 0 | 56 | 16 | 0 |
| " veal | .. | .. | .. | .. | " | 76 | 0 | 0 | .. | .. | .. |
| Esparto | .. | .. | .. | .. | " | 2 | 4 | 0 | .. | .. | .. |
| Phosphates | .. | .. | .. | .. | Per unit | 0 | 0 | 7 | .. | .. | .. |
| Iron ore | .. | .. | .. | .. | " ton | 0 | 8 | 8 | .. | .. | .. |

Harbour
works

Work has been resumed at the new harbour works, and it is hoped that it will now proceed without further interruption. The increased area of the port will be about 160 acres, giving an additional quay frontage of 1,530 yards ; depth, 22½ feet.

Railway
extension.

The Government has approved the construction of a railway connecting Ain-Mokra with Saint Charles, a station situated on the line of Philippeville-Constantine. Distance 42 miles.

RETURN of British Shipping at the Port of Bône engaged in the Carrying Trade of Foreign Countries and British Possessions during the Year 1899.

ENTERED.

| Country. | With Cargoes. | | In Ballast. | | Total. | |
|---------------|--------------------|--------|--------------------|--------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Great Britain | 10 | 8,914 | 3 | 3,728 | 13 | 12,642 |
| France | ... | ... | 17 | 20,630 | 17 | 20,630 |
| Algeria | 1 | 1,302 | 5 | 4,790 | 6 | 6,092 |
| Italy | ... | ... | 24 | 27,576 | 24 | 27,576 |
| Spain | ... | ... | 5 | 4,233 | 5 | 4,233 |
| Tunis | ... | ... | 1 | 828 | 1 | 828 |
| Egypt | ... | ... | 1 | 1,017 | 1 | 1,017 |
| Portugal | ... | ... | 1 | 619 | 1 | 619 |
| Total | 11 | 10,216 | 57 | 63,421 | 68 | 73,637 |

CLEARED.

| Country. | With Cargoes. | | In Ballast. | | Total. | |
|-------------------|--------------------|--------|--------------------|-------|--------------------|--------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Great Britain ... | 30 | 30,132 | 2 | 2,507 | 32 | 32,639 |
| Holland ... | 26 | 31,010 | ... | ... | 26 | 31,010 |
| Spain ... | 1 | 872 | 4 | 2,718 | 5 | 3,590 |
| Germany ... | 1 | 1,417 | ... | ... | 1 | 1,417 |
| Belgium ... | 1 | 1,009 | ... | ... | 1 | 1,009 |
| Tunis ... | ... | ... | 2 | 1,916 | 2 | 1,916 |
| Japan ... | 1 | 2,056 | ... | ... | 1 | 2,056 |
| Total ... | 60 | 66,496 | 8 | 7,141 | 68 | 73,637 |

PHILIPPEVILLE.

Mr. Vice-Consul Scratchley reports as follows:—

It is sad to be obliged year after year to repeat the same Agriculture. complaint of inferior or unsatisfactory crops; such, however, is again the case for the year 1899 in this district.

The vagaries of the climate, when not aided by locusts (and last year over 500,000 hectares were visited by that plague in this province) are sufficient to upset all calculations as to the crops.

The barley yield was fairly good, but in colour the grain was not suitable for the British market, even if prices had been favourable, so none was sent to the United Kingdom. All the shipments were for France, principally to Dunkirk.

The cultivation of "Sorgho à balais" is, I see, recommended for two reasons: its superior yield in grain, and the straw, which is used for broom making. The Arabs eat the grain mixed with barley, and in fact this year in some districts they would have been in dire straits if they had not had this useful grain to fall back on.

Annex I.—AGRICULTURE: Hectares Sown and Crops Gathered In.

| District. | Soft Wheat. | | | | Hard Wheat. | | | | Barley. | | | |
|------------------|-------------|-----------|-----------|-----------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | European. | | Arab. | | European. | | Arab. | | European. | | Arab. | |
| | Hectares. | Quintals. | Hectares. | Quintals. | Hectares. | Quintals. | Hectares. | Quintals. | Hectares. | Quintals. | Hectares. | Quintals. |
| Batna .. | 4 | 35 | .. | .. | 7,757 | 56,776 | 55,532 | 365,530 | 5,963 | 60,768 | 90,350 | 747,180 |
| Bougie .. | 942 | 15,061 | 347 | 1,967 | 6,262 | 31,259 | 20,844 | 101,345 | 3,358 | 20,152 | 114,858 | 285,817 |
| Constantine .. | 1,433 | 13,417 | 249 | 1,363 | 26,164 | 126,754 | 233,131 | 1,090,698 | 21,961 | 213,733 | 199,230 | 1,114,359 |
| Philippeville .. | 2,691 | 15,319 | 1,550 | 4,260 | 1,234 | 5,282 | 27,268 | 31,914 | 946 | 3,923 | 18,928 | 32,166 |
| Setif .. | 1,674 | 18,019 | 7 | 85 | 27,550 | 184,311 | 121,159 | 484,255 | 22,847 | 172,555 | 162,072 | 890,034 |
| Total .. | 6,744 | 61,851 | 2,153 | 7,675 | 68,967 | 404,382 | 457,954 | 2,073,772 | 55,075 | 471,171 | 585,488 | 3,069,556 |
| Equivalent to | Acrea | Bushels. | Acrea | Bushels. | Acrea | Bushels. | Acrea | Bushels. | Acrea | Bushels. | Acrea | Bushels. |
| | 16,664 | 170,090 | 5,320 | 20,831 | 170,417 | 1,112,051 | 1,131,604 | 5,702,873 | 136,091 | 1,295,715 | 1,446,740 | 8,441,554 |

| District. | Oats. | | | | Bechna or Bra (Sorgho). | | | | Potatoes. | | | |
|------------------|-----------|-----------|-----------|-----------|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | European. | | Arab. | | European. | | Arab. | | European. | | Arab. | |
| | Hectares. | Quintals. | Hectares. | Quintals. | Hectares. | Quintals. | Hectares. | Quintals. | Hectares. | Quintals. | Hectares. | Quintals. |
| Batna .. | 100 | 1,000 | 900 | 6,500 | 99 | 2,655 | 2,758 | 18,313 | 185 | 6,712 | 524 | 3,270 |
| Bougie .. | 930 | 8,903 | 996 | 7,486 | 49 | 534 | 1,166 | 9,180 | 136 | 3,321 | 87 | 1,543 |
| Constantine .. | 284 | 6,614 | 58 | 419 | 71 | 672 | 4,413 | 28,231 | 293 | 11,249 | 613 | 21,335 |
| Philippeville .. | 2,980 | 19,101 | 651 | 4,152 | 100 | 3,000 | 4,709 | 14,929 | 167 | 6,175 | 99 | 1,212 |
| Setif .. | 157 | 1,002 | .. | .. | 18 | 95 | 132 | 2,013 | 459 | 27,506 | 194 | 9,345 |
| Total .. | 5,051 | 36,520 | 2,605 | 18,507 | 337 | 6,956 | 13,228 | 72,716 | 1,240 | 55,463 | 1,516 | 37,205 |
| Equivalent to | Acrea. | Bushels. | Acrea. | Bushels. | Acrea. | Bushels. | Acrea. | Bushels. | Acrea. | Bushels. | Acrea. | Bushels. |
| | 12,481 | 100,430 | 6,437 | 50,894 | 832 | 19,129 | 32,633 | 199,969 | 3,068 | 152,523 | 3,746 | 72,314 |

NOTE.—A study of the above figures shows that the failure in crops was general in the Philippeville district, the Batna and Setif districts suffered less. The inferiority of yield obtained by the Arabs is owing to the rudimentary style of agriculture employed by them.

The remaining acres of the original vineyards planted in 1880 to 1884 gave a fair crop, but wine made from contaminated grapes is not and cannot be good. The owners, therefore, are up-rooting their old vines and replanting with American plants, which take well, and have all the appearances of being healthy and full of promise for the future. The efforts of those who have replanted are praiseworthy, and it is most sincerely to be hoped that they will be crowned with success. The prices given this year were good. The vines suffered a good deal from mildew caused by the damp weather in the spring and early summer, their unhealthy condition making them more subject to attack.

The figures given below show the acres still existing in old vines, the crop obtained and the acres replanted.

When all these acres are in full yield the situation will be more prosperous, but, of course, the district will not obtain the height of prosperity it enjoyed 15 years ago. Being essentially an agricultural district, when the crops fail the misery is intense amongst those who live solely on the soil.

VINEYARDS and Wine.

| District. | Area planted— | | | | Wine made. | | | |
|-------------------|------------------|--------------|------------------|--------------|--------------------|----------|------------------|----------|
| | In Black Grapes. | | In White Grapes. | | Red. | | White. | |
| | European. | Arab. | European. | Arab. | European. | Arab. | European. | Arab. |
| | Hectares. | Hectares. | Hectares. | Hectares. | Hectols. | Hectols. | Hectols. | Hectols. |
| Batna ... | 220 | ... | 3 | ... | 8,936 | ... | 25 | ... |
| Bougie ... | 1,662 | 238 | 86 | 477 | 129,978 | ... | 16,544 | ... |
| Constantine ... | 2,108 | 52 | 122 | 41 | 37,803 | ... | 1,668 | ... |
| Philippeville ... | 4,400 | 2 | 136 | 1 | 106,896 | ... | 7,189 | ... |
| Sétif ... | 325 | 525 | 11 | 1,230 | 5,345 | ... | 166 | ... |
| Total ... | 8,653 | 817 | 368 | 1,749 | 283,458 | ... | 28,590 | ... |
| Equivalent to | Acres. 21,652 | Acres. 2,042 | Acres. 920 | Acres. 4,372 | Gallons. 6,236,076 | ... | Gallons. 662,980 | ... |

The above figures concern the old vineyards only, the replantations form another table.

The wine made is so small in quantity that notwithstanding that the figures are official I can scarcely believe in their exactitude.

No figures are given for wine made from the grapes cultivated by the Arabs. Probably the grapes were sold on the market for eating, and those not thus sold were bought by the Europeans for wine-making in their cellars. The Arabs do not make wine.

The crop of dates was very good as regards quantity, but the quality was somewhat inferior to that of former years. The shipments to France increase yearly. The plantations are being extended. I have before me some very interesting figures concerning the cost and yield of a palm tree plantation which, how-

ever, are too long to detail here; the result is that a capital of 42,000 fr. laid out in the purchase and plantation of a plot of 30 to 37 acres in date palms would give a yearly income of 7,000 fr. or more than 16 per cent. I do not know of any other cultivation likely to pay so well.

Corkwood.

The fall in the selling price of corkwood still continues, and would have become worse had the State thrown on the market the quantity it was first intended to gather (45,000 quintals). Orders were, however, given to restrict the gathering.

The buyers, with the exception of three, were all Algerian firms, who did not try to cut each other out at the sale. In fact a flatter sale was never seen than that which took place at Constantine in September.

In my opinion it would be to the advantage of British corkwood merchants to attend these sales. The facilities given by the State for delivery and payment are to be appreciated. The private owners complain—with just cause—of the disadvantages under which they labour owing to these State sales which take place at fixed dates.

No fires of any importance have occurred this year. No doubt the Arab has at last awakened to the fact that he has nothing to gain by burning the forests, but everything to lose; remunerative labour, money out of pocket by fines inflicted, and, in some cases, expulsion from the land on which he and his family have lived for years.

Tannin bark.

A certain amount of tannin bark from corkwood trees was produced last year, but the price paid was low, 11 fr. 50 c. to 13 fr. per quintal delivered on the quay; 10 years ago this sort of bark was selling at 18 fr. The fall is owing to different causes, principally because the tannin bark now cut comes from trees which have produced corkwood and are sickly; the tannin bark is very thin on the trunk of the tree and does not contain as much tannic acid as that coming from trees which have never been stripped for cork. The tannin bark trade seems to be in the hands of one house which of course keep prices down as much as possible. Foreign buyers will not do the business, f.o.b., and the producers cannot undertake to sell delivered abroad; they are obliged, therefore, to pass through the hands of the middlemen.

Esparto grass.

The esparto grass business has fallen completely in this district, on account of the low price paid in the United Kingdom and the high rates of freight asked. Only three shipments were made, representing a value of about 9,500l.

Considering the vast extent of ground (6,000,000 hectares) covered by this grass in Algeria, which grows without any care or trouble, it is extraordinary that greater profit is not drawn therefrom. An interesting article which appeared in the "Monde Economique" suggests the employment of esparto grass for the fabrication of alcohol for industrial purposes so as to replace coal, which is very dear in this country. It is said that a quintal of grass can produce 14 litres of spirit, and the grass still be used for paper making. This question certainly merits serious study.

It had been hoped that the re-opening of the Filfila iron mines near Philippeville would take place. Nothing, however, has been done, which is much to be regretted as it would have given work to hundreds who are now idle. A sample cargo of 1,300 tons was sent to Swansea, and I understand that the ore was found suitable. Mines and quarries.

The calamine mines near Setif sent away 850 tons to Belgium during the year.

Several prospecting licences have been given for mineral in the district between Philippeville and Collo, where the lodes are said to be rich and powerful. There is a vast amount of wealth to be extracted from the many ore beds abounding all over the country, and it is greatly to be regretted that capital is not forthcoming to work them.

Some of the calamine mines near Setif have been sold to a French company for a large sum (80,000*l.* it is said). Active operations will soon commence.

The following table shows the shipping movement. British vessels are few, and they only come with coals for the local wants. Nothing is done at Philippeville in coaling passing vessels, although the harbour is admirably suited for the purpose. Shipping.

Since the coasting trade has been reserved for the French flag, foreign vessels do not come here often, as we have little or nothing to send abroad. Our staple export, wheat and barley, has not been, for many years, sufficiently abundant or of suitable quality to send to the United Kingdom.

The Chamber of Commerce has received authority to raise 80,000*l.* to be laid out in improving the harbour, lengthening the Château Vert Jetty, clearing the outer harbour of the rocks which at present render it unsuitable for big vessels, and building docks on the reclaimed land to store the grain, &c., which now lies on the quays under tarpaulins. These works, when finished, will give us one of the finest harbours on the coast. Harbour works.

The quay dues now paid by steamers touching here—37 c. per register ton, whatever be the quantity taken or delivered—will be modified soon, and only 50 c. per ton, actually delivered or loaded, will be paid, the total paid not to exceed the register tonnage. This will be an immense advantage, as at present the rates weigh heavily on big steamers coming to take small quantities.

The town has been authorised to borrow 20,000*l.* to be spent in building schools, improving the water supply, improving and repairing the streets, all of which is sadly needed. Local improvements.

The long talked of railway between Philippeville and Bône via Jemmapes has been voted. It has not yet been said when the works are to commence, neither do I know whether foreign firms will be allowed to tender for the rails and rolling stock required. Railways.

The state of commerce does not improve; it is true that the Paris-Lyon-Méditerranée Railway has reduced its rates for certain goods, but still they remain higher than those charged by the Bône-Guelma and Est Algérien companies, so the traffic still continues Commerce.

to go elsewhere. It was stated that the French Government was going to buy up this line ; for some reason nothing has yet been decided, and the company remains master of the situation.

The Paris-Lyon-Méditerranée Company has, at last, begun to build the long promised goods station on the quays. This will be an immense advantage and saving in time and money.

The present goods station is 1 mile from the quays ; goods have to be taken there in carts.

**Market
gardening.**

Market gardening extends daily, and great quantities of vegetables and fruits are sent away ; unfortunately the only outlets are Marseilles and thence Paris. Of course the middleman in these centres has the trade in his hands. No efforts have been made to touch the London market, notwithstanding that such an enterprise is worthy of attention.

**Sheep and
cattle.**

The year was not favourable to the shippers of sheep and cattle. Prices were very low, and the numbers sent to Marseilles were not so great as in former years.

There is room for improvement in this business, the breeds must be better selected, and greater care taken of the animals so as to obtain a better quality of meat. A syndicate has been formed in France for sheep raising, and they have secured a large extent of land in the south of this district. There is no reason or obstacle to prevent cattle and sheep raising being extended indefinitely, and if it were done intelligently this country could compete successfully with Australia or South America. The question is simply one of capital.

Public health.

The public health has been very good during the year, notwithstanding a very long summer and absence of water. In the town of Philippeville the supply of water for domestic purposes was reduced to 12 hours daily, and, of course, no water was available for washing the streets and drains.

An absurd rumour of bubonic plague got about and a great fuss was made over it. In reality it only existed in the imagination of its author, who took an obscure case of a contagious disease for the bubonic plague.

**Agricultural
school.**

The creation of an Ecole d'Agriculture at Philippeville on the same plan as those existing in France has been decided on, and the land purchased. This establishment will prove of great use to those living in France, and who wish to study practical agriculture in Algeria before starting for themselves. Had such a school existed in former years, the costly errors, which have been committed through ignorance of the nature of the soil and climate, would have been avoided, and many saved from ruin.

The following tables contain interesting figures and relate to the remarks made in the paragraphs concerning market gardening, cattle, &c.

TABLE showing the Area Laid Out in Market Gardens and the Number of Fruit and other Trees Existing.

| District. | Area Laid Out in Market Gardens. | | Number of Fruit Trees with Cadaceous Leaves. | | Number of Banana, Orange, Lemon, Cedrat, &c., Trees. | | Number of Grafted Olive Trees. | | Number of Mulberry Trees. | | Number of Resinous, Forest, Ornamental, and other Trees.* | |
|------------------|----------------------------------|-------|--|-----------|--|---------|--------------------------------|-----------|---------------------------|--------|---|-----------|
| | European. | Arab. | European. | Arab. | European. | Arab. | European. | Arab. | European. | Arab. | European. | Arab. |
| Batna .. | 132 | 1,887 | 10,001 | 76,480 | 1,490 | 2,370 | 4,160 | 1,195 | 4,220 | 1,092 | 28,791 | 84,970 |
| Bougie .. | 330 | 4,352 | 77,377 | 1,541,176 | 15,296 | 895,256 | 309,805 | 2,862,089 | 16,636 | 48,899 | 147,648 | 701,186 |
| Constantine .. | 1,835 | 1,355 | 204,303 | 881,261 | 4,464 | 14,515 | 7,570 | 261,588 | 40,905 | 7,386 | 505,478 | 8,044,657 |
| Philippeville .. | 808 | 699 | 72,002 | 101,388 | 81,241 | 5,387 | 92,940 | 108,067 | 4,988 | 515 | 76,401 | 38,355 |
| Setif .. | 424 | 689 | 248,290 | 199,072 | 268 | 1,768 | 13 | 178,317 | 22,932 | 1,791 | 918,282 | 16,498 |

* These figures do not include the corkwood trees.

TABLE showing the Number of Head of Cattle.

| District. | Bovine. | | Ovine. | | Goats. | | Swine. | |
|-------------------|-----------|---------|-----------|-----------|-----------|-----------|-----------|-------|
| | European. | Arab. | European. | Arab. | European. | Arab. | European. | Arab. |
| | Head. | Head. | Head. | Head. | Head. | Head. | Head. | Head. |
| Batna ... | 1,952 | 21,270 | 9,707 | 428,377 | 369 | 328,455 | 1,060 | ... |
| Bougie ... | 3,940 | 77,636 | 7,285 | 166,452 | 1,841 | 197,320 | 1,044 | ... |
| Constantine ... | 11,998 | 109,480 | 51,937 | 827,489 | 4,008 | 249,671 | 4,414 | ... |
| Philippeville ... | 6,999 | 53,009 | 5,087 | 46,604 | 2,656 | 121,664 | 1,462 | ... |
| Sétif ... | 4,260 | 18,422 | 36,989 | 374,350 | 1,911 | 181,032 | 2,998 | ... |
| Total ... | 29,147 | 279,817 | 111,005 | 1,841,272 | 10,787 | 1,078,142 | 11,498 | ... |

The numbers of cattle of all sorts are quite out of proportion with the vast extent of grazing land available. The continued bad harvests have caused the Arabs to sell their flocks in order to buy grain. It has been estimated that Algeria can provide food for over 12,000,000 head of sheep. At the present moment the total number of sheep in the country does not come up to 8,000,000. There is a splendid opening for capital bearing good interest in this business.

The pig raising is also very neglected, notwithstanding that in the corkwood forests they would find abundant food at very little cost.

ARZEW.

RETURN of all Shipping at the Port of Arzew during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | ... | ... | 28 | 25,661 | 28 | 25,661 |
| French ... | 195 | 73,791 | 317 | 128,712 | 512 | 202,503 |
| Belgian ... | ... | ... | ... | ... | ... | ... |
| Other countries ... | 12 | 663 | 5 | 3,663 | 17 | 4,326 |
| Total ... | 207 | 74,454 | 350 | 158,036 | 557 | 232,490 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | ... | ... | 28 | 25,661 | 28 | 25,661 |
| French ... | 189 | 73,084 | 326 | 128,694 | 515 | 202,678 |
| Belgian ... | ... | ... | ... | ... | ... | ... |
| Other countries ... | 12 | 663 | 5 | 3,663 | 17 | 4,326 |
| Total ... | 201 | 73,747 | 359 | 158,918 | 560 | 232,665 |

No. 2485 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE OF FRENCH INDO-CHINA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2276.

*Presented to both Houses of Parliament by Command of Her Majesty,
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Reference to previous Report, Annual Series No. 2276.

Report on the Trade, Commerce, and Navigation of French Indo-China for the Year 1899

By MR. CONSUL TREMLETT.

(Received at Foreign Office, July 5, 1900.)

Indo-China.

On March 10, 1899, a decree was issued fixing the attributions of a Director of Civil Affairs of Indo-China, whose functions are general. Directeur des
Affaires
Civiles.

On September 19 the contract for the construction of the Haiphong-Hanoi-Vietri Railroad was signed at Hanoi. Railroads.

I cannot as yet say anything about these lines beyond the following:—

Hanoi to the frontier of China (Quang Si) which is transformed to 1 metre rail from 60 centims. of the railway from Phulang Thuong to Langson. This line will be completed at the end of 1900.

Hanoi to Haiphong is in construction; it will be put into working order in the course of 1902.

Hanoi to Ninh Dinh (via Nam Dinh) is in construction; it will be put into working order in the course of 1902.

Saigon to Khanhhoa will be put up for tender for 132 kiloms.

Tourane to Hué will be put up for tender in a few months.

Vinh-Binh to Vinh will be put up for tender in a few months.

The Conseil Supérieur met at Pnom-penh (Cambodia) in October, and voted, among other things, improvements to the port of Saigon; the construction of an observatory; and duties upon betel and tobacco (native). Conseil
Supérieur.

It was remarked that, from statistics, the export trade of Indo-China had increased 50 per cent. in three years, and that the import of French products had also increased notably.

Cambodia, Tonkin, Annam, Laos.

Nothing of public interest has transpired in any of these provinces during the year under review, except that the first and second Kings of Luang-Prabang visited Saigon in October. The capital, Luang-Prabang, is an important town of 40,000 inhabitants, situated on the left bank of the Mekong at its confluence with the Nam Khone.

Indigo.

Indigo has always received more or less attention in Cambodia and Laos, also in Cochin-China on the river banks after the floods, and is now assuming considerable importance. The culture attracts the native by its quick returns, a first cutting taking place in less than three months after sowing, rendering from 2 to 6 per cent. of pure indigo; there are no statistics as yet.

*Cochin-China.***Export**

The export of rice, as will be seen by tables following, was 681,000 tons, or 18,000 tons more than the export of 1898.

Exports of broken rice and rice flour were 110,700 tons, making total export 791,700 tons.

As anticipated in my last report the harvest was satisfactory.

COMPARATIVE Statement of Exports.

| Year. | | | | Quantity. | Value. |
|-------|----|----|----|------------|-----------|
| | | | | Piculs. | £ |
| 1890 | .. | .. | .. | 8,500,000 | 1,718,900 |
| 1891 | .. | .. | .. | 6,300,600 | 1,629,800 |
| 1892 | .. | .. | .. | 9,000,000 | 2,201,000 |
| 1893 | .. | .. | .. | 11,700,000 | 2,350,000 |
| 1894 | .. | .. | .. | 9,300,000 | 1,984,000 |
| 1895 | .. | .. | .. | 9,500,000 | 2,356,000 |
| 1896 | .. | .. | .. | 8,300,000 | 2,118,000 |
| 1897 | .. | .. | .. | 10,000,000 | 2,700,000 |
| 1898 | .. | .. | .. | 11,300,000 | 3,177,318 |
| 1899 | .. | .. | .. | 11,500,000 | 3,248,000 |

STATEMENT of Rice Exports for 1899.

| Articles. | | | | Quantity. | Value. | |
|------------|----|----|----|-----------|------------|-----------|
| | | | | | Currency. | Sterling. |
| | | | | Tons. | Dollars. | £ |
| White rice | .. | .. | .. | 350,000 | 18,445,000 | 1,844,500 |
| Cargo " | .. | .. | .. | 278,000 | 12,066,600 | 1,206,660 |
| Paddy " | .. | .. | .. | 58,000 | 1,972,000 | 197,200 |
| Total | .. | .. | .. | 681,000 | 32,483,600 | 3,248,360 |

NOTE.—Exchange, 1 dol. = 2s.

| Countries. | Ports. | Quantity. | Total. |
|---------------------|-------------------|-----------|------------|
| | | Piculs. | Piculs. |
| China | { Hong-Kong | 5,547,560 | |
| | Amoy | 179,690 | |
| | | | 5,727,250 |
| Formosa .. .. | .. .. | .. | 22,300 |
| Tonkin and Annam .. | .. .. | .. | 17,800 |
| | Manila | 778,700 | |
| Philippines .. | { Iloilo.. .. | 326,200 | |
| | Cebu | 415,300 | |
| | | | 1,520,200 |
| Port Arthur .. .. | .. .. | .. | 25,400 |
| Vladivostock .. .. | .. .. | .. | 22,890 |
| Straits Settlements | { Singapore | 407,750 | |
| | Penang | 29,200 | |
| | | | 436,950 |
| | Sourabaya | 542,200 | |
| Java | { Passeroan | 27,200 | |
| | | | 569,400 |
| India .. .. | .. .. | .. | 83,000 |
| New Caledonia | Noumea | .. | 19,580 |
| La Réunion .. .. | .. .. | .. | 174,300 |
| America.. .. | .. .. | .. | 34,900 |
| Europe .. .. | .. .. | .. | 2,792,430 |
| | Total | .. | 11,446,400 |

The unusual lack of rain in July caused much inconvenience **Harvest.** and loss to planters; over a large extent of country planting had been completed as usual, but the young shoots were destroyed by the sun and the work had to be done afresh, the consequence being that the crop will be late and perhaps short, as some planting was delayed too long and will produce nothing at all; late rains too caused some apprehension.

The quality of the new grain sent to market thus far leaves nothing to be desired.

TABLE of other Produce.

| Product. | Quantity. | | Value. | |
|--------------------|-----------|--------|-----------|-----------|
| | | | Currency. | Sterling. |
| | Piculs. | Tons. | Dollars. | £ |
| Betel nut | 2,185 | 129 | 43,700 | 4,370 |
| Cardamoms | 4,041 | 238 | 686,900 | 68,690 |
| Cocoanut oil | 68 | 4 | 1,000 | 100 |
| Coprah | 60,310 | 3,549 | 422,100 | 42,210 |
| Cotton | 12,160 | 715 | 267,500 | 26,750 |
| Fish | 221,623 | 13,037 | 2,216,200 | 221,620 |
| Gamboge | 1,245 | 73 | 74,700 | 7,470 |
| Hides | 73,649 | 4,332 | 1,473,000 | 147,300 |
| Horns | 5,874 | 346 | 94,000 | 9,400 |
| Isinglass | 1,109 | 65 | 221,800 | 22,180 |
| Lard | 6,908 | 406 | 110,500 | 11,050 |
| Pigs (live) | 1,788 | .. | 32,200 | 3,220 |
| Pepper | 43,583 | 2,564 | 1,961,200 | 196,120 |
| Silk | 1,195 | 70 | 298,700 | 29,870 |
| Wood | 7,144 | 420 | 21,400 | 2,140 |

NOTE.—Exchange, 1 dol. = 2s.; 1 ton = 17 piculs.

Salt. The consumption of salt reached 46,000 tons; in all Indo-China, 150,000 tons; only 19,000 tons were exported.

Coffee. The number of "peids" of coffee in Indo-China is put at—

| | | | | | Number of Peids. |
|--------------------|----|----|----|----|------------------|
| Cochin-China | .. | .. | .. | .. | 161,600 |
| Cambodia | .. | .. | .. | .. | 37,000 |
| Annam | .. | .. | .. | .. | 234,000 |
| Tonkin | .. | .. | .. | .. | 800,000 |
| Total | .. | .. | .. | .. | 1,232,600 |

The production is estimated at 240,000 kilos., which is probably exaggerated.

Shipping and navigation. The total of all shipping that cleared from Saigon during the year 1899, including the Messageries Maritimes mail boats and the steamers of the Compagnie Nationale, was 631 of 789,330 tons.

STATEMENT of British Shipping Entered.

| Class. | Number of Vessels. | Tons. | Crews. |
|----------------|--------------------|---------|--------|
| Steamers | 150 | 201,641 | 7,156 |

NOTE —No sailing vessels.

The British flag accounts for 152 vessels of 200,652 tons cleared; their average tonnage was 1,320 tons.

CLEARED according to Nationalities.

| Flag. | Steam. | | Sailing. | | Total. | |
|------------------|--------------------|---------|--------------------|-------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| American ... | 37 | 23,871 | 1 | 628 | 38 | 24,499 |
| Austro-Hungarian | 2 | 3,164 | ... | ... | 2 | 3,164 |
| Belgian ... | 1 | 1,275 | ... | ... | 1 | 1,275 |
| British ... | 152 | 200,652 | ... | ... | 152 | 200,652 |
| Danish ... | 1 | 2,650 | ... | ... | 1 | 2,650 |
| Dutch ... | 16 | 6,352 | ... | ... | 16 | 6,352 |
| French ... | 202 | 307,148 | 4 | 4,393 | 206 | 311,541 |
| German ... | 143 | 166,143 | ... | ... | 143 | 166,143 |
| Italian ... | 3 | 2,688 | ... | ... | 3 | 2,688 |
| Japanese ... | 31 | 37,694 | ... | ... | 31 | 37,694 |
| Norwegian ... | 36 | 31,127 | ... | ... | 36 | 31,127 |
| Russian ... | 2 | 2,545 | ... | ... | 2 | 2,545 |
| Grand total ... | 626 | 784,309 | 8 | 5,021 | 634 | 789,330 |

Rates of freight ruled as under:—

| | | | | Per Picul. | |
|-------------|----|----|----|------------|--------|
| | | | | From— | To— |
| | | | | Cents. | Cents. |
| Hong-Kong | .. | .. | .. | 11 | 25 |
| Philippines | .. | .. | .. | 34 | 38 |
| Singapore | .. | .. | .. | 15 | 23 |
| Java | .. | .. | .. | 22 | 38 |

There is to be a flashing light of the 3rd class on Pulo Canton Lighthouse. (coast of Annam).

Another close to Hatien in the Gulf of Siam.

Another and the most important on Point Kega in the China Sea, a white fixed light (so-called, but which flashes every two minutes).

Rates of exchange have ruled as under:—

Exchange.

| Paper. | Usance. | From— | To— |
|--------------------------------|-----------|---------------|---------------|
| London Bank Bills .. | Demand | 1s. 11½d. | 2s. 0d. |
| Documentary Bills .. | 3 months' | 2s. 0d. | 2s. 0½d. |
| Hong-Kong Documentary Bills .. | 30 days' | 2½ % discount | 4 % discount |
| Singapore Documentary Bills .. | 30 days' | 3½ % discount | Par |
| Manila Documentary Bills .. | 30 days' | ½ % discount | 1½ % discount |
| Japan Documentary Bills .. | 30 days' | 1 % premium | 3½ % premium |
| Java Documentary Bills .. | 30 days' | 118½ florins | 123 florins |

The official dollar rate closed at 2 fr. 55 c. as against 2 fr. 50 c. in December, 1899.

BULLION.

| | | | | | | Amount. |
|--------|----|----|----|----|----|------------|
| | | | | | | Dollars. |
| Import | .. | .. | .. | .. | .. | 15,019,457 |
| Export | .. | .. | .. | .. | .. | 2,199,952 |

Duty upon
coin.

For the first time since the existence of the colony a duty of 3 per cent. is imposed upon the import of coin.

Imports.

It appears from the statistics of the customs for nine months of 1899 that the increase in the importation of French cottons continues, being 1,189,230 kilos. more than during the same period of 1898.

Gunnies.

The import of gunnies depends naturally upon the quantity of rice exported; during nine months of 1899 it reached 23,115 bales against 19,350 bales during the whole of the previous year.

Petroleum.

The consumption of petroleum increases steadily, being 4,000,000 kilos. last year in excess of 1898.

IMPORTS.

| To— | From— | | | | Total. | |
|-------------------------------|------------|------------|------------------|------------|------------|-------------|
| | France. | | Other Countries. | | | |
| | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. |
| | Francs. | Francs. | Francs. | Francs. | Francs. | Francs. |
| Cochin China and Cambodia ... | 23,481,786 | 29,424,961 | 31,482,436 | 36,809,047 | 54,964,222 | 66,234,008 |
| Tonkin ... | 20,459,648 | 24,951,948 | 23,246,480 | 20,064,970 | 43,706,128 | 45,016,918 |
| Total ... | 43,941,434 | 54,376,909 | 54,728,916 | 56,874,017 | 98,670,350 | 111,250,926 |

EXPORTS.

| From— | To— | | | | Total. | |
|-------------------------------|------------|------------|------------------|-------------|-------------|-------------|
| | France. | | Other Countries. | | | |
| | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. |
| | Francs. | Francs. | Francs. | Francs. | Francs. | Francs. |
| Cochin China and Cambodia ... | 28,280,704 | 20,365,051 | 78,151,186 | 88,813,777 | 106,431,890 | 109,178,828 |
| Tonkin ... | 673,119 | 1,234,648 | 15,753,174 | 18,101,323 | 16,426,293 | 19,335,971 |
| Total ... | 28,953,823 | 21,599,699 | 93,904,360 | 106,915,100 | 122,858,183 | 128,514,799 |

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FRANCE.

REPORT FOR THE YEAR 1899

ON THE

TRADE OF MARTINIQUE.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 1897.

*Presented to both Houses of Parliament by Command of Her Majesty,
AUGUST, 1900.*

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Reference to previous Report, Annual Series No. 1897.

Report on the Trade of Martinique for the Year 1899

By MR. CONSUL JAPP.

(Received at Foreign Office, July 16, 1900.)

Business generally was fairly brisk throughout the year, and both imports and exports showed a marked increase over the average of the preceding 15 years.

Prices of produce (nearly all the sugar and rum is sold in France by the agents of the Usines) were remunerative, those of sugar and cocoa being good, and of rum especially so, which enabled the Usiniers to considerably reduce, and in one or two cases to liquidate their liability towards the bank, &c.

The Banque de la Martinique, which had declared no dividend for about 10 years, paid 10 fr. per 500 fr. share, equal to 2 per cent., for the second half-year. The Minister, about five years ago, prohibited the payment of dividends by the Banque, in order to reconstitute its reserve fund, which should be 1,500,000 fr., but which, through bad business and heavy losses, had been entirely absorbed. The situation is now very satisfactory. The 500 fr. shares, which in January were sold at about 450 fr., were worth in December 600 fr., with an upward tendency. The Banque privileges were extended by the Minister to the end of 1900.

Exchange on Paris for 90 days' sight drafts, which in 1898 varied from 10 to 15½ per cent., was 6 per cent. in January, 2 per cent. in February, and 1 per cent. from April to the end of the year.

The rate of discount was 7 per cent. until February, then 6 per cent. to December.

Silver coin, which had entirely disappeared from circulation, having been exported to France on account of the high premium for drafts, has again become plentiful, and the paper notes for 2 fr. and 1 fr., issued to replace it, have been withdrawn and succeeded by nickel tokens of like value, which will probably, in their turn, be retired in a year or two.

By a Presidential Decree, dated August 25, 1899, the colony was empowered to borrow from the "Crédit Algérien" the sum of

(649)

▲ 2

1,464,000 fr., repayable in 25 annual payments, with interest at 3·80 per cent., and to be secured by the customs import and export duties.

It was to be devoted solely to the following purposes, viz. :—

| | Amount. |
|---|-----------|
| | Francs. |
| 1. Repatriation of coolies | 300,000 |
| 2. New gate for dry dock at Fort de France | 150,000 |
| 3. Machinery and tools, ditto | 50,000 |
| 4. The Antigua dredger | 250,000 |
| 5. A small dredger | 35,000 |
| 6. Premium for re-construction of buildings destroyed by the fire at Fort de France | 309,000 |
| 7. Subsidies granted to Communes for public works .. | 206,000 |
| 8. Repayment to "Crédit Foncier" for charges on estates taken over by the colony | 164,000 |
| Total | 1,464,000 |

Tenders were invited by the Government in July for building and repairs to the fortifications, the average annual expense for the last three years being, at Fort de France, 760,000 fr.; at St. Pierre, 5,000 fr.

What may perhaps be taken as an indication of the increasing prosperity of the island is that the Municipal Council has voted 15,000 fr. for repairs, and the General Council 10,000 fr. for repairs, and an annual subsidy of 15,000 fr., to the theatre at St. Pierre, which has been closed for some years.

Weather and crops.

Except during the months of April and May—the middle of the shipping season—when an intense drought caused the crops and animals to suffer very severely, especially in the southern districts, the weather was favourable to agriculture.

The sugar crop was normal, rum and logwood shipments were under, while coffee and cocoa were over the average.

The hurricane of August 7, which devastated many of the neighbouring islands, caused but little damage here.

Industries.

There are 20 sugar usines in operation in the colony, nearly all of which are progressing favourably and reducing their liabilities.

The Usine "Pointe Simon" at Fort de France was sold and transported to Cuba.

In 1898 there existed 112 rum distilleries, of which 53 were classed as industrial and 59 as agricultural.

Besides the above establishments, there are two ice factories at Fort de France and two at St. Pierre, one of the latter not working. There are also a manure factory, steam cooperage (the larger distilleries also importing their rough staves and making their own casks, which a few years ago were almost entirely, as well as the sugar casks, imported ready-made from the United States), two tanyards, a soap works, a match factory, a flour mill, &c.

Fort de France has for some years past been lighted by electricity, and a concession has lately been given to a French company, with a capital of 250,000 fr., for the lighting of St. Pierre, which is expected to be inaugurated in August, 1900.

A tramway line runs the entire length of St. Pierre, nearly 3 miles, but only about one-half is actually working.

The scheme of an American to establish a coal depôt at Fort de France was not looked upon with favour by the Administration, and fell through.

The Compagnie Générale Transatlantique, however, have a yard there, and receive 8,000 to 10,000 tons per month for the coaling of their steamers, principally from Philadelphia, only three steamers having arrived from Cardiff during 1899. The company can supply vessels with coal alongside their wharf, but charge very high prices.

Tonnage was in good demand, and the rates for sailing vessels **Freights.** varied from 35 fr. to 37 fr. 50 c. for Havre and Marseilles, 34 to 35 fr. for Nantes, and 30 fr. to 37 fr. 50 c. for Bordeaux; all per ton of 1,000 kilos. sugar, or 900 litres rum. About nine-tenths of the produce went to France.

The steamship lines calling at Martinique are the Royal **Means of communication.** Mail, fortnightly from Southampton; Compagnie Générale Transatlantique from (1) Havre and Bordeaux, (2) St. Nazaire, and (3) Marseilles, monthly from each port. This company has also branch lines from Fort de France to Hayti and Cayenne, calling at some of the intermediate ports.

Quebec line from New York, viâ the islands to Demerara, frequently.

Scrutton's "direct line" from London, viâ the islands.

Pickford and Black's line from St. John and Halifax, and Bermuda, viâ the islands, to Demerara, monthly.

Armstrong's line, New York to Demerara, not regular.

Small passenger and cargo steamers run about every fortnight between Guadeloupe and Cayenne, touching at Dominica, here, St. Lucia, and Barbados.

Small steamers run twice daily between St. Pierre, the business town, and Fort de France, the capital and fortified town; they carry mails and passengers, and receive a subsidy of 27,000 fr. per annum.

Mail coaches (also subsidised), carrying passengers, run daily between the other communes, which are also connected by telephone.

Telegraphic communication with all parts of the world is maintained by the Compagnie Française des Cables Télégraphiques (subsidised by the French Government and colonies), and the West India and Panama Telegraph Company, Limited. The latter, who possess the only cables between the West India Islands, Demerara, St. Thomas, &c., have, since their subsidy was discontinued and given to the French company, charged exorbitant rates from Martinique and Guadeloupe to the above-named places, such as hence to Dominica, 5 fr. 75 c. per word; St.

Lucia, 5 fr. 85 c. per word; their former rates being about 35 c. per word.

The postage on letters to France and the French colonies was reduced from 25 to 15 c. per 15 grammes.

TABLE of Imports at Martinique during the Year 1899.

| From— | Number of Vessels. | Tonnage. | Value of Merchandise. | | |
|------------------------|--------------------------|----------|-----------------------|------------|------------|
| | | | French. | Foreign. | Total. |
| France | 105 | 89,192 | 12,693,838 | 538,888 | 13,230,726 |
| French colonies | 195 | 19,598 | 1,487,789 | 78,852 | 1,564,641 |
| United States | 90 | 90,759 | ... | 7,560,298 | 7,560,298 |
| Other countries | 243 | 115,960 | ... | 4,648,861 | 4,648,861 |
| Total | 633 | 315,509 | 14,181,627 | 12,822,899 | 27,004,526 |
| France | ... | ... | ... | 14,181,627 | ... |
| Total imports, 1899 .. | ... | ... | ... | 27,004,526 | ... |
| „ 1898 | ... | ... | ... | 24,368,798 | ... |
| Increase, 1899... .. | ... | ... | ... | 2,635,728 | ... |

STATEMENT of Molasses Imported for Distilling Purposes from Guadeloupe and British Colonies during the Years 1898-99.

| | | | Quantity. | |
|------------------------|----|----|-----------|-----------|
| | | | 1898. | 1899. |
| | | | Gallons. | Gallons. |
| Guadeloupe | .. | .. | 696,310 | 805,600 |
| British colonies | .. | .. | 394,637 | 1,143,840 |

TABLE of Exports during the Year 1899.

| From— | Number of Vessels. | Tonnage. | Value of Produce, &c. | | | |
|------------------------|--------------------------|----------|-----------------------|-----------|-----------------------|------------|
| | | | French. | Foreign. | Produce of Colony. | Total. |
| France | 122 | 87,454 | 953,743 | 623,283 | 22,635,244 | 24,212,270 |
| French colonies | 187 | 15,976 | 404,167 | 99,403 | 218,414 | 721,984 |
| United States | 22 | 14,972 | 111 | 54 | 494 | 659 |
| Other countries | 303 | 195,438 | 364,466 | 1,286,160 | 17,608 | 1,668,234 |
| Total | 634 | 313,840 | 1,722,487 | 2,008,900 | 22,871,760 | 26,603,147 |
| Foreign | ... | ... | ... | ... | 2,008,900 | ... |
| France | ... | ... | ... | ... | 1,722,487 | ... |
| Grand total, 1899 ... | ... | ... | ... | ... | 26,603,147 | ... |
| „ 1898 | ... | ... | ... | ... | 22,344,860 | ... |
| Increase, 1899 | ... | ... | ... | ... | 4,258,287 | ... |

EXPORTS of Produce during the Years 1898-99.

MARTINIQUE.

| Produce. | 1898. | | | | 1899. | | | | Average of last 10 Years. |
|--------------------|------------------|-----------|----------|-----------|------------------|-----------|----------|-----------|---------------------------|
| | French Colonies. | | Foreign. | | French Colonies. | | Foreign. | | |
| | France. | Total. | France. | Total. | France. | Total. | France. | Total. | |
| Sugar— | | | | | | | | | |
| Usine .. | 31,070 | 31,818 | 246 | 31,818 | 261 | 31,308 | 5 | 31,574 | .. |
| Muscovado .. | .. | 150 | 149 | 150 | 89 | .. | 1 | 90 | .. |
| Total .. | 31,070 | 31,468 | 395 | 31,468 | 350 | 31,308 | 6 | 31,664 | 31,680 |
| Rum .. | 3,317,170 | 3,334,900 | 15,480 | 3,334,900 | 8,940 | 3,506,520 | 2,300 | 3,577,760 | 4,146,600 |
| Coffee* .. | 14 | 14 | .. | 14 | .. | 34 | .. | 34 | 2 |
| Cocoa† .. | 685 | 685 | .. | 685 | .. | 517 | .. | 517 | 435 |
| Cassia .. | 184 | 184 | .. | 184 | .. | 127 | .. | 127 | 112 |
| Logwood .. | 932 | 932 | .. | 932 | .. | 613 | .. | 613 | 1,325 |
| Sundries— | | | | | | | | | |
| Molasses .. | .. | 12 | .. | 12 | .. | .. | .. | .. | .. |
| Preserved fruit .. | .. | 16 | .. | 16 | .. | .. | .. | .. | .. |
| Hides .. | .. | 75 | .. | 75 | .. | .. | .. | .. | .. |
| Indigo .. | .. | 13 | .. | 13 | .. | .. | .. | .. | .. |

* Coffee is very commonly sold in France as "Martinique," although the total growth does not nearly suffice for the consumption of the colony.
† An exceptionally large crop.

The following foreign vessels were entered at St. Pierre during 1899:—

| Nationality. | Number of Vessels. | Tonnage. |
|--------------------------|--------------------|----------|
| British | 225 | 227,389 |
| Norwegian | 11 | 11,334 |
| Italian | 19 | 9,497 |
| American | 20 | 8,964 |
| Austro-Hungarian | 2 | 754 |
| Danish | 2 | 478 |
| Venezuelan | 7 | 457 |
| Dutch | 7 | 416 |
| Swedish | 1 | 391 |

The Conseil-Général voted in November a reduction on all dry-dock charges of 50 per cent. to French, and 25 per cent. to foreign men-of-war.

From January 1, 1900, the pilotage on vessels over 500 tons register, which was 153 fr., will be charged as 500 tons, 153 fr., with 25 c. for every ton in excess.

Interpreters' fees, which were formerly 100 fr. per vessel of 700 tons and over, will now be 80 fr. for 700 tons, plus 5 fr. per 100 tons, or fraction thereof, in excess.

Both with 1 décime additional.

The export duty on molasses was reduced on January 1, 1900 from 2 c., and a $\frac{1}{2}$ décime, to 1 c., and 1 décime, additional.

From the same date a duty of $\frac{1}{2}$ per cent. will be payable on transfers of stock or shares in societies, companies, &c.

Italy enjoys the minimum customs tariff except for silk and silk 'goods, and the United States for preserved meats, fresh table fruits, dry fruits (except raisins), common wood in the rough, squared or sawn timber, staves, hops, crushed apples and pears, and mineral oils only.

The octroi duty on crystal and glassware was reduced from 14 to 7 fr. per 100 kilos. gross.

Besides the indoor branch of the customs department, the active or outdoor service is now composed of two officers, and 165 under-officers and men.

The pilotage department of the island consists of one port captain, one master pilot, and one pilot at Fort de France; one port captain, one master pilot, and 2 pilots at St. Pierre, and a pilot each at Trinité, François, Vauclin, and Marin.

The report of the Inspector-General of the Colonies to the President declares that there are too many functionaries (973) in the colony, that the cost of the various departments is excessive, the registry costing 23·40 per cent. of receipts, customs costing 23·50 per cent., and excise, &c., 27·60 per cent., and recommends a reduction in the number of employés, amalgamation of customs and excise, amalgamation of bishoprics of Martinique and Guadeloupe, closing of the Government printing office, reduction of ex-

penses in postal service, reduction of number of judges, and one court of appeal to serve for Martinique and Guadeloupe, to change the pension system, to amalgamate postal and telephone services, which should occupy the same building and be worked by the same staff, and to reorganise the Education Department.

There remained in the colony on December 31, 4,665 Indian, 5,371 African, and 432 Chinese immigrants, all being free of engagement.

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REPORT FOR THE YEAR 1899

ON THE

TRADE OF THE SOCIETY ISLANDS.

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Reference to previous Report, Annual Series No. 2293.

Report on the Trade and Commerce of the Society Islands for the Year 1899

By MR. CONSUL SIMONS.

(Received at Foreign Office, July 12, 1900.)

The statistics dealing with the trade and commerce of the Society Islands for the year 1899, which have been recently issued by the Customs Department at Tahiti, indicate a material improvement in the general business effected as compared with the 12 months preceding. Of the whole trade of this colony during the period under examination, the United States appear to have absorbed 48 per cent., whilst the United Kingdom and New Zealand are credited with 13½ and 12 per cent. respectively, France is apportioned 12¼ per cent., and Germany 5 per cent., and the balance, 9¼ per cent., is allotted to Russia, Chile, and other countries. All figures are converted into sterling at the customary exchange of 25 fr. 25 c. Introductory.

The total imports into Tahiti during 1899 have amounted to the sum of 113,324*l.*, a decrease, as compared with 1898, of 4,028*l.*, principally on ironmongery, hardware, breadstuffs, wines, and coal. Imports.

The United States heads the list with goods to the value of 57,202*l.*; consisting of cotton and woollen goods, 10,162*l.*; ironmongery and hardware, 4,254*l.*; groceries and provisions, 6,584*l.*; breadstuffs, 14,746*l.*; wines, 2,079*l.*; building materials, 4,887*l.*; kerosene oil, 1,570*l.*; sundries, 9,491*l.*; and specie, 3,429*l.* American imports have increased since 1898 by 5,590*l.*, chiefly on cotton fabrics and specie, whilst a slight decline is noticeable in such articles as ironmongery, hardware, breadstuffs, provisions, and wine. United States.

According to custom-house records, the United Kingdom has contributed goods direct to the value of 7,519*l.*, and those from Australia and New Zealand are valued at 19,432*l.*, or a total of 26,951*l.*, as against 26,156*l.* in 1898. The various British importations are specified as follows:—Cotton and woollen manufactures, 6,936*l.*; drapery, 642*l.*; ironmongery and hardware, 2,630*l.*; provisions of all kinds, 10,729*l.*; live-stock, 1,087*l.*; coal, 1,812*l.*; and sundries, 3,114*l.* Produce from adjacent British isles, United Kingdom, New Zealand, Australia, &c.

(648)

A 2

brought here for sale or shipment, has amounted to 8,814*l.*; consisting of copra, 3,079*l.*; mother-of-pearl shell, 4,089*l.*; and coffee, 1,645*l.*

During the period under review the importation of British cotton goods, drapery, ironmongery, hardware, and provisions has slightly increased. On the other hand there has been a decline in specie, live-stock, and coal.

France.

French imports (13,033*l.*), in comparison with those for 1898, have decreased by 15,091*l.*, principally on articles for the use of the Administration, and on coal. Cotton, woollen, and silk goods have declined by nearly 500*l.*; ironmongery and hardware by 800*l.*; groceries and provisions by 1,400*l.*; and wines, &c by 3,086*l.*

Germany.

Germany has exported goods to Tahiti of the value of 4,888*l.*, as against 1,541*l.* in 1898, consisting of the following:—Cotton and woollen fabrics, 1,890*l.*; drapery, 312*l.*; ironmongery, 684*l.*; groceries, 471*l.*; beer, 265*l.*; oils and paints, 251*l.*; and sundries, 1,016*l.*

Exports.

The exports from Tahiti to all countries have amounted to 127,876*l.* in value, an advance, as compared with 1898, of 24,077*l.* Of the principal articles exported, copra has increased by 15,429*l.*; cotton by 887*l.*; oranges by 246*l.*; and vanilla by 13,233*l.* Mother-of-pearl shell has declined by 5,221*l.* Their destinations have been declared as follows:—

| Country. | Copra. | Cotton, in Bales. | Mother-of-Pearl Shell. | Vanilla. |
|----------------------------|--------|-------------------|------------------------|----------|
| | £ | £ | £ | £ |
| America (San Francisco) .. | 27,995 | 90 | 7,725 | 21,321 |
| New Zealand (Auckland) .. | 1,327 | 36 | 2,693 | 4,196 |
| United Kingdom.. .. | 6,481 | 177 | 10,947 | 6,947 |
| France | 5,805 | .. | 9,428 | 1,198 |
| Germany | 5,336 | 1,644 | .. | .. |
| Chile (Valparaiso) | 4,566 | 20 | .. | 39 |
| Russia (Libau) | 6,684 | .. | .. | .. |

Most of the produce shipped hence to San Francisco and Auckland, however, was either for sale or in transit to other countries of which correct particulars cannot be ascertained at Tahiti.

A tax of 190 fr. per ton has recently been imposed on all shell exported hence to foreign markets, but a drawback of 150 fr. per ton is permitted on shipments declared for France provided that the necessary proofs are forthcoming with respect to their actual arrival in that country. Hence, during the past year shippers have declared in transit to France more than usual of that commodity in order to take advantage of the provision referred to should occasion arise.

Mother-of-pearl shell.

The export of shell during the period under review has been less than the two previous years by 55 and 63 tons respectively,

a matter for regret seeing that this article is one of the staple products of the country.

The Administration at Tahiti, however, is giving the question due attention, and it is reported that a scientist from France will shortly visit the shell group (Puamotus) in order to study and report upon the best methods to be adopted for the cultivation and development of the pearl shell oyster now found in that region.

The export of copra is steadily increasing as the young cocoa- Copra. nut trees come into bearing and more general attention given to the preparation of this article, which is in good demand and for which fair prices are paid.

The quantity of vanilla exported during the past year has Vanilla. been greater than at any previous period in the history of this island, the figures being 130,113 lbs. in 1899, as against 75,740 lbs. in 1897, and 92,137 lbs. in 1898. Its price, however, has sensibly decreased since 1897, for, whilst in that year it realised on this market as much as an average of 9s. 4d. per lb., it fetched only 4s. 5½d. per lb. in 1898, and 5s. 2d. per lb. in 1899 owing, in part, to foreign markets being overstocked, but principally, to the indifferent manner in which a great portion of the Tahiti vanilla is prepared for shipment by the Chinese merchants who, in order to remit to San Francisco and other places against goods received or ordered, buy up the green beans (often immature) which they casually and imperfectly dry, cure, and pack, whereby much of the aroma is lost. It may be said, however, that Tahiti vanilla properly treated before shipment, generally finds a fair market, although it cannot compete in quality with that from Bourbon, Seychelles, Fiji, and the West Indies.

The difference in the tonnage which entered and cleared at Shipping. the port of Papeete, Tahiti, during 1899, as compared with 1898, is due to a decrease in the direct trade with Bordeaux and to the temporary stoppage of direct importation of lumber from Port Townsend, United States of America.

In 1898, moreover, a British sailing vessel arrived at Papeete with coal for the Government, and a British steamer employed on a yachting cruise in the South Pacific also arrived.

The Oceanic Steamship Company of San Francisco has arranged for a 35 days' service between that port and Tahiti to be conducted by two steamers of about 3,000 tons each fully equipped for passengers and cargo. The passage between the two ports will occupy about 11½ days, and mails from Europe will be delivered at Tahiti within 25 days from date of despatch. This service is to commence at San Francisco not later than November 1, 1900. The Union Steamship Company of New Zealand continues to maintain its 28 days' service between Auckland and Tahiti, and its monthly inter-island service connecting Tahiti with its several dependencies.

There is nothing of any importance to add on this occasion to British trade the remarks respecting British trade and foreign competition and foreign contained in Tahiti trade reports for the years 1896, 1897, and competition. 1898.

Agriculture. Notwithstanding the excellent climate, soil, rainfall and water supply with which Tahiti and many of its dependencies have been favoured, very little has been done in the way of agricultural development. Large tracts of productive land suitable for cultivation are lying neglected and unutilised owing in part to the remote geographical position of these islands, but, generally, to the lack of capital and efficient labour and the hitherto inadequate means of communication with the outer world.

Now, however, that steam connection with New Zealand is established, the long debated question with respect to a direct steam service to San Francisco solved (see "Shipping"), and the policy of the present Administration understood to be progressive and liberal, a few remarks dealing with the resources and requirements of this colony may not be inopportune.

Capital and labour. In the first place capital is absolutely essential. There is none available locally and none forthcoming from France. Consequently, foreign enterprise would probably be welcomed, and it is possible that facilities would be afforded by the authorities for the prosecution of any legitimate scheme of cultivation likely to advance the interests of these possessions. To capital, however, must be added "brains"—expert knowledge and ability with administrative capacity—otherwise no good results could be looked for. Then comes the question of labour. That obtainable locally or from neighbouring groups is positively inadequate for an undertaking of any magnitude—both on account of its cost and its mediocrity. Hence, to cultivate on a large scale—the only way in which it could be made to pay—imported skilled and cheap labour under contract and Government control would be a necessity and there is reason to believe that the authorities at Tahiti would not be adverse to entertaining any such scheme provided that the demand was sufficient to warrant consideration.

Land. At Tahiti small parcels of productive ground in the vicinity of the seashore are difficult to obtain, but large tracts of flat and other lands well watered and of good soil are to be had both on the coast and in the hills and valleys. At the Leeward Islands of this group, the Marquesas and other dependencies of Tahiti, much property suitable for cultivation is available, and, provided that at the outset ordinary precautions were exercised, no difficulty would be experienced with respect to the tenure of lands purchased or leased.

Sugar. Up to 1892 not more than 40 tons of sugar were produced in Tahiti per annum, but in 1894 an abandoned plantation situated close to the town of Papeete was cleared, and 27 acres of cane planted which yielded in due course 67 tons of sugar and 10,000 gallons of molasses. The following year 40 acres were planted and its crop gave 94 tons of sugar. In 1897 the same quantity of cane produced 124 tons of sugar, but in 1898 the yield was only 83 tons. In 1899, 63 acres were placed under cultivation and the output gave 207 tons of dry sugar, or an average of $3\frac{1}{4}$ tons per acre. The methods employed in preparing and planting the land mentioned have been primitive and

imperfect; the cane referred to has been nourished entirely by rain,—no process of irrigation having as yet been applied, and the machinery used in the extraction of the saccharine matter and its subsequent manufacture into sugar is understood to be practically obsolete and more or less defective. In these circumstances the results obtained may be considered satisfactory. But, under existing conditions, Tahiti cannot produce sugar for export in competition with other countries, although it compares most favourably with them in so far as climate, soil, natural irrigation, and water supply are concerned. To do so effectively it would be necessary to conduct this industry on an extensive scale with adequate capital, imported skilled and cheap labour, and modern appliances and machinery. It is reported that in some of the districts of this island, flat, well-watered, and unutilised lands are available, capable of raising cane, equivalent to 50,000 tons of sugar per annum, and it has been asserted that Tahiti is in a position to produce 300,000 tons of sugar a year under conditions infinitely more favourable than those existing in Hawaii.

Now that Tahiti is assured rapid and regular communication Fruits. with San Francisco, a new field is opened in this district for the increased cultivation of tropical fruits, for which there is a growing demand in the United States. It has been suggested, and, indeed, it is probable that the steamers will be fitted with cold air chambers and appliances for the preservation of the fruit during the voyage hence to San Francisco, in which case a large trade could be worked up in bananas, pineapples, oranges, limes, and mangoes, &c.

Coffee grows here under the most favourable circumstances, Coffee. and its aroma and quality have been declared by experts to be excellent. Unfortunately, however, little so far has been done with respect to its careful cultivation, notwithstanding that a growing local demand is met by supplies from Rarotonga and other islands of the Cook Group. Some thousands of trees have been planted within the past three or four years, usually on flat or low-lying ground, but the crops have been ignored owing to the indolence of the natives, who have preferred to devote their attention to vanilla on account of the little labour and fatigue involved in its cultivation, and in the collection of the beans, which can always be sold without difficulty at profitable rates. The plantations referred to above, where they are not utilised for shading vanilla vines, have become veritable thickets in consequence of the neglected berries having germinated after falling to the ground. Given sufficient capital and labour, there is an opening at Tahiti for the cultivation of coffee on a commercial and scientific basis. The country is most suitable for the purpose, especially at high altitudes, in the gulches and ravines, where the soil is alleged to be particularly good.

For some reason, unknown to the writer, wheat and barley Cereals. cannot be raised at Tahiti, but maize and tobacco, for which there Tobacco. is a fair local demand, do well, and something might be done in the cultivation of these articles.

Indiarubber. The bread-fruit tree (*Artocarpus Incisa*), the *Ficus Prolixa*, and the *Ficus Indica*, which give a sap containing the elements of indiarubber, grow abundantly in Tahiti and its dependencies. In 1850, a rubber-tree known under the names of *Hevea Brasiliensis*, *Hevea Guyanensis*, *Siphonia Elastica*, or *Jatropha Elastica* was introduced into Tahiti, and the results obtained are reported to have been excellent. Nothing since, however, has been done in the matter, although it is admitted that the production of rubber would add materially to the resources and revenues of this country. The trees most suitable to the climate of Tahiti are alleged to be the *Hevea Brasiliensis* and the *Castilloa Elastica*, whose seeds are said to germinate naturally in the ground where they fall, and whose sap coagulates best in the open air.

Cotton. Cotton at one time was cultivated extensively in these islands, and the little now exported is taken from old abandoned plantations, where many cotton trees still flourish although uncared for. The silk-cotton tree is also found at Tahiti, but its product is said to have no commercial value

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No. 2513.

Annual Series.

Reference to previous Report, Annual Series No. 2334.

*Report on the Trade and Commerce of Madagascar for the
Year 1899*

By MR. CONSUL PORTER.

(Received at Foreign Office, July 30, 1900.)

The total amount of imports into Madagascar during the year 1899 is stated as 1,116,665*l.*, of which 970,432*l.* is returned as French, and 65,081*l.* as British. Trade and commerce.
Imports.

The relative values of French and British imports during the past four years are as follows:—

| Year. | French. | British. | French Increase. | British Decrease. | Total Imports. | Total Increase. |
|------------|---------|----------|------------------|-------------------|----------------|-----------------|
| | £ | £ | £ | £ | £ | £ |
| 1896... .. | 245,680 | 235,176 | ... | ... | 559,517 | ... |
| 1897... .. | 417,853 | 250,864 | 172,173 | 4,512 | 734,357 | 174,840 |
| 1898... .. | 728,392 | 75,849 | 308,539 | 174,975 | 865,112 | 131,755 |
| 1899... .. | 970,432 | 65,081 | 244,040 | 10,608 | 1,116,665 | 251,553 |

The steady advance of imports during the past four years is chiefly due to the increased purchases made by the local administration, and by the large number of French residents (civil and military) throughout the colony. In former years the Malagasy were the purchasers of the greater part of the goods imported, those for European use constituting a very small proportion of the total. To-day, in the interior of the island, this condition of things is reversed, the purchasing power of the natives, owing to various causes, having greatly declined.

While, as a whole, British trade is too heavily hampered by the application of the general tariff to afford any hope that it will regain its former comparative magnitude in Madagascar, yet there appears to be a remunerative sale for certain classes of goods, notably: galvanised iron, tin-plates, hardware and hollow-ware generally, paints and oils, boots and shoes, straw hats, cheap umbrellas and cheap cutlery.

The construction of excellent roads in the neighbourhood of the capital has led to a demand for bicycles, which are likely, in the near future, to become very popular with the Hovas. Hitherto

the demand has been supplied by French machines of the "Peugeot" make, which are sold in Antananarivo at 15%. The import duty on bicycles is 220 fr. per 100 kilos.

Carriages, &c. Carriages, dog-carts, and light conveyances are also beginning to come into use, and there is no doubt that, after the completion of the waggon road to the east coast this year, numbers of vehicles of all kinds will be ordered.

Sandals. A recently created want, which as yet importers have made no attempt to supply, is that of sandals suitable for the native porters travelling between the coast and the interior. Formerly, when the route to the coast followed native tracks and footpaths, no covering for the feet was necessary, but carriers now find that the new roads along which they travel necessitate more protection in this respect. Being unable to purchase sandals the porters utilise the soles of cast-off boots, strips of leather, or canvas, which, in most cases, are quite unsuited to the purpose for which they are intended. A suitable sandal, adapted to the requirements of these carriers, would very probably meet with an extensive sale.

Paper. Paper is an article for which there will be an increasing demand.

The present returns show a slight increase of British imports under the following heads:—

| Articles. | Value. | | |
|-----------------|--------|--------|-----------|
| | 1898. | 1899. | Increase. |
| | £ | £ | £ |
| Tis-ues | 17,845 | 23,593 | 8,208 |
| Liquors | 863 | 2,213 | 1,344 |
| Metals | 2,411 | 5,819 | 3,408 |
| Paper.. .. . | 430 | 1,720 | 1,290 |

Packing. Care should be taken that packages which cannot be opened and re-arranged at the port of discharge be made up in weights to which the native carriers are accustomed. One man will carry two packages of from 40 to 45 lbs. each, but, if the package be sufficiently heavy to require two porters, the weight should not exceed 140 to 150 lbs. For packages exceeding 300 lbs. it is exceedingly difficult to obtain inland transport.

Exports. The total amount of exports from Madagascar during the year 1899 is returned at 321,856l., of which 217,805l. represents the shipments to French ports, and 38,059l. to British ports.

The relative values of French and British exports during the past four years are as follows:—

| Year. | French. | British. | French Increase. | British Decrease. | Total Exports. | Total Increase. |
|------------|---------|----------|------------------|-------------------|----------------|-----------------|
| | £ | £ | £ | £ | £ | £ |
| 1886... .. | 50,000 | 68,080 | ... | ... | 114,238 | ... |
| 1887... .. | 60,796 | 55,619 | 10,796 | 12,441 | 113,687 | 28,459 |
| 1888... .. | 91,653 | 53,447 | 30,857 | 2,172 | 198,982 | 25,235 |
| 1889... .. | 217,805 | 38,059 | 126,152 | 15,389 | 321,856 | 122,874 |

The most noticeable feature of the export trade, in respect of products from the interior of Madagascar, is the increased output of gold, the amount for 1899 being returned as 400,203*l.*, while that for 1898 was only 9,600*l.* There is every indication that the output for the present year will greatly exceed that for 1899.

The undermentioned firms in Antananarivo are dealers in Traders general merchandise:—

British.—Procter Brothers, F. Laroque and Co., Max Wilson Dadabhoy and Co., A. A. Talbot, S. Jean-Louis.

French.—Société des Grands Magasins du Louvre, Gratry et Cie, Compagnie Lyonnaise de Madagascar, Delacre et Cie, Hoffman, Compagnie Française du Transvaal et de Madagascar, Cavrel, Prince d'Etiveau, Gouget, Novas.

German.—Wm. O'Swald and Co.

The current rates in Antananarivo of the staple commodities Market prices. of trade are shown in Appendix No. 1.

Trading and professional licenses are issued annually at the Trading licenses. following rates:—

| | In Towns of over 5,000 Inhabitants. | In Towns of 1,000 to 5,000 Inhabitants. | In Towns of under 1,000 Inhabitants. |
|---|---|---|--|
| | £ s. | £ s. | £ s. |
| Banking and discount houses and dealers in gold | 72 0 | 72 0 | 72 0 |
| Transport and navigation companies and wholesale importers (Class 1) .. | 40 0 | 40 0 | 40 0 |
| Owners of coasting vessels and whole- sale importers (Class 2) | 24 0 | 16 0 | 8 0 |
| Commission agents, insurance com- panies, distillers, wholesale mer- chants (Class 3) | 16 0 | 8 0 | 4 0 |
| Wholesale and retail merchants (Class 4), hotel-keepers | 8 0 | 4 0 | 0 16 |
| Retail traders, printers, doctors, lawyers, attorneys, brokers, chemists, café-keepers | 4 0 | 2 0 | 0 8 |
| Building contractors, manufacturers of all kinds having a workshop or factory and employing at least two workmen | 1 12 | 0 8 | 0 4 |

The license payable by traders of African or Asiatic origin is considerably in excess of that imposed on Europeans.

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A 3

Duties.

The customs duties levied upon imports into Madagascar are those applicable under the French general tariff, with the exception of articles enumerated in Appendix No. 2.

A "consumption" tax is also imposed on certain kinds of merchandise as shown in Appendix No. 3.

A decree of February 22, 1900, has increased by 50 per cent. the "consumption" dues on the following articles, viz., liquors, opium, tobacco, cigars, cigarettes, and playing cards. The tax on tissues of all kinds is also advanced from 3 to 5 per cent. ad valorem, and on rum, brandy, and alcohol from 120 to 200 fr. per hectolitre of pure alcohol. The same decree establishes a new tax on salt, refined sugar, olive oil, vegetable oils, and tinned vegetables.

The customs duties leviable upon produce exported are detailed in Appendix No. 4.

Lighterage.

The rate of lighterage for landing and shipping at Tamatave is 4s. per ton for shipments by steamer, and 3s. for shipments by sailing vessel.

Inland transport and means of communication.

The mode of inland transport throughout the Island of Madagascar continues to be that employed prior to the French occupation. Travellers are carried in open palanquins, and goods for the interior have still to be borne on the shoulders of native porters.

At each important village along the route an unfurnished house is reserved for the use of travellers, and tinned provisions are usually obtainable from the local traders, but no travelling requirements of any kind can be purchased.

Travelling in Madagascar during the months of January, February, and March is usually avoided on account of the heavy rains.

The wages of palanquin porters and baggage carriers from Tamatave to Antananarivo average 25s. per man. Eight porters are required for each palanquin, and the usual weight allotted to a baggage carrier accompanying the traveller is 30 to 40 lbs. The journey, a distance of 216 miles, occupies seven days.

General merchandise travels more slowly. The porters usually complete the journey in from two to four weeks, carrying loads varying from 80 to 100 lbs. The cost of carriage for ordinary goods to Antananarivo is as follows:—

| From— | Distance. | Per Ton. |
|------------------|-----------|----------|
| | Miles. | £ |
| Tamatave | 216 | 40 |
| Valomandry | 156 | 30 |
| Majunga | 365 | 48 |

* The scale of charges for the conveyance of goods and passengers from the capital to the coast is one-half that of the up-country journey.

The number of porters arriving in Antananarivo with loads from the coast averages from 5,000 to 6,000 monthly.

It is possible that the existing primitive method of transport, the inconvenience of which becomes increasingly apparent, will, within another year, be superseded by vehicular traffic. Large sums have been and are still being expended by the Government on the construction of excellent waggon roads connecting Antananarivo with the east and west coasts at Tamatave and Majunga respectively, also with the southern district of Betsileo. It is expected that the two former roads will be completed by the end of 1900, and transport companies are being formed with the object of conveying goods to and from the interior by means of ox and motor waggons. For several months past the Government has made use of the completed portion of the roads for the conveyance, by mules and light carts, of military baggage and stores. Mail carts also leave Majunga for Antananarivo monthly, on the arrival of the mail steamers, and cover the distance (365 miles) in from three and a-half to four days.

The establishment of a system which could be utilised for the vehicular transport of general merchandise would remove the chief grievance of merchants in the interior. Under existing conditions there is an absence of organisation or control in respect of the native porters, a laxity of which the latter are not slow to take advantage. Instances of carriers disappearing after receiving the usual advance of money for food during the journey, or abandoning their loads en route, are increasingly frequent. The culprits are seldom discovered, and the practice is becoming an additional source of loss and anxiety to importers in the interior of the island.

Telegraphic communication has considerably developed during the year. The telegraph lines now extend from Antananarivo to Tamatave, Vatomandry, and Mananjary on the east coast, to Majunga on the north-west coast, and to Betroky in the south. The tariff for inland telegrams is 1 fr. for 10 words, and 10 c. for each additional word.

Communication by heliograph is established between the capital and Ambatondrazaka, in the north, with Maintirano and Morondava, in the west, and with Tullear, on the south-west coast.

The inland postal service is continually expanding, and parcels may be sent by post to all the important towns in the interior. The rates for inland parcels are quoted in Appendix No. 5. Parcels from Europe for a destination in the interior of the island should be directed via Tamatave (or nearest port) whence they are transmitted by the postal authorities, at the expense of the addressee.

The following lines of steamers convey passengers and cargo between European and Madagascar ports:—Compagnie des Messageries Maritimes, from Marseilles; Compagnie des Réunis, from Havre; Compagnie des Havraise Péninsulaire, from Havre. All these lines carry cargo at through rates from London.

(661)

A 4

Rates of
freight.
To Europe.

The lowest rates of freight by steamer from Madagascar ports to Europe are as follows:—

| | Per Ton. | |
|--|----------|----|
| | £ | s. |
| From Tamatave and Majunga to— | | |
| Havre | 1 | 0 |
| London, Nantes, Bordeaux, and Marseilles | 1 | 12 |
| Hamburg | 1 | 16 |
| From Vatomandry, Mananjary, and Fort Dauphin to— | | |
| Havre | 2 | 12 |
| London, Nantes, Bordeaux, and Marseilles | 3 | 4 |
| Hamburg | 3 | 8 |

The following articles are accepted only at the rate of 800 kilos. per ton, viz., vanilla, rafia, vegetable hair, rabannas, hides, sheepskins, dry sundries in bags, and empty sacks in bales.

Coastwise.

The rates of freight by steamer per ton coastwise are as follows:—

| | Per Ton. | | |
|-------------------------|----------|----|----|
| | £ | s. | d. |
| Between Tamatave and— | | | |
| Majunga | 0 | 16 | 0 |
| Vatomandry | 1 | 0 | 0 |
| Mananjary | 1 | 4 | |
| Fort Dauphin | 1 | 8 | |
| Between Majunga and— | | | |
| Vatomandry | 1 | 16 | 0 |
| Mananjary | 2 | 0 | 0 |
| Fort Dauphin | 2 | 4 | 0 |
| Between Vatomandry and— | | | |
| Mananjary | 0 | 16 | 0 |
| Fort Dauphin | 1 | 0 | 0 |
| Between Mananjary and— | | | |
| Fort Dauphin | 0 | 16 | 0 |

Shipping
statistics.

The ports within this Consular district are:—Ambanóvo, Ambenja, Ambohibé, Analalava, Beravina, Majunga, Marovoay, Maintirano, Morondava, Nossi-Bé, Soalala, and Tullear.

The comparative number of vessels which entered these ports in 1898 and 1899 is as follows:—

| Year. | Number of Vessels. | | | | | Total Tonnage. | Number of Passengers. |
|-----------------|--------------------|----------|---------|---------|----------------------|----------------|-----------------------|
| | French. | British. | German. | Indian. | Other Nationalities. | | |
| 1898 | 2,940 | 1,715 | 23 | 103 | 27 | 276,581 | 24,106 |
| 1899 | 3,780 | 1,529 | 67 | 46 | 20 | 357,581 | 32,596 |
| Increase | 840 | ... | 44 | ... | ... | 81,000 | 8,480 |
| Decrease | ... | 186 | ... | 57 | 7 | ... | ... |

The population of the town and district of Antananarivo is estimated at 260,000. The European population is about 700 exclusive of military. British subjects number 88. Population and industries. Population.

The following table shows the population in other parts of this district:—

| District. | Natives. | French. | British. | Other Nationalities. |
|---------------------------|----------|---------|----------|----------------------|
| | Number. | Number. | Number. | Number. |
| Arivonimamo | 192,500 | 48 | 7 | 1 |
| Betsileo | 130,000 | 121 | 28 | 19 |
| Tsifafy | 118,500 | 32 | 1 | 2 |
| Betafo | 99,000 | 13 | 6 | 20 |
| Ankazobé | 63,000 | 32 | 2 | 2 |
| Bara | 65,000 | 32 | .. | 2 |
| Miarinarivo | 55,600 | 11 | 6 | .. |
| Anjozorobé | 50,000 | 26 | .. | .. |
| Tullear | 40,000 | 83 | 16 | 20 |
| Anakalava | 32,000 | 28 | 46 | 6 |
| Ambatondrazaka | 30,000 | 5 | 1 | .. |
| Majunga | 23,000 | 166 | 124 | 1 |
| Betsiriry | 22,000 | 6 | .. | 2 |
| Nossi-Bé (province) | 20,000 | 22 | 52 | 1 |
| " (island) | 9,000 | 73 | 48 | 5 |
| Morondava | 20,000 | 21 | 46 | 6 |
| Maintirano | 16,500 | 13 | 12 | 3 |
| Moramanga | 12,500 | 11 | 1 | 2 |
| Mevatanana | 9,000 | 28 | 28 | 11 |
| Betandrika | 6,500 | 2 | 1 | 1 |

NOTE.—These figures include French administrators and officials.

The articles manufactured by the natives consist of spades, knives, common earthenware of various kinds, bricks, tiles, sugar, soap, candles, furniture, hats, mats, raffa, curtains, silk lace, and cotton and silk coverings (lamba). Industries.

Industrial schools, which are being attended with excellent results, have been established by the Government for the tuition of various trades and industries.

Europeans may engage Malagasy work people for a period not exceeding two years. Natives having registered engagements with their employers are, in consideration of an annual payment of 1*l.*, exempted from the necessity of performing 30 days' gratuitous service for the Government, which is required in the case of all natives not so engaged. Wages.

The usual rates of wages payable in Antananarivo are as follows:—

| | | Rate of Wages. | | | |
|---|------------|----------------|-------|-----|-------|
| | | From— | | To— | |
| | | £ | s. d. | £ | s. d. |
| Workmen, carriers, and servants generally | Per month | 0 | 14 0 | .. | .. |
| Carpenters and masons | Per day .. | 0 | 1 0 | 0 | 1 4 |
| Blacksmiths | " | 0 | 1 6 | 0 | 2 0 |
| Printers | Per month | 1 | 0 0 | 1 | 10 0 |
| Clerks and salesmen | " | 1 | 0 0 | 1 | 10 0 |

General
remarks.

Concessions have been granted by the French Government to M. Orville Florens père, of Paris, for a monopoly, during a period of 50 years, in respect of the supply of water and electric light to Antananarivo and the surrounding district. The work is to be commenced immediately, and to be completed within $2\frac{1}{2}$ years.

Market prices.

Appendix 1.—CURRENT Rates in Antananarivo of Staple Commodities of Trade.

IMPORTS.

| Articles. | Per— | Market Prices. | |
|---|------------------------------|-------------------|-------------------|
| | | From— | To— |
| Grey sheetings | Piece of 40 yards.. | £ s. d. 0 13 0 | £ s. d. 0 17 0 |
| White shirtings | " | 0 14 0 | 0 17 0 |
| Prints— | | | |
| Manchester | Yard | 0 0 6 | 0 0 8 |
| Bombay | " | 0 0 4 | 0 0 5 |
| French | " | 0 0 10 | 0 1 0 |
| Flannelette | " | 0 0 6 | 0 0 8 |
| Indian muslin | 32 yards | 0 5 0 | 0 10 0 |
| Wine, ordinary | Demijohn of 18 to 20 pints.. | 1 10 0 | 1 15 0 |
| Wine, in bottles, Bordeaux, Sa- terne, &c. | Dozen | 2 0 0 | 2 10 0 |
| Vermouth | " | 2 8 0 | 2 10 0 |
| Cognac | " | 2 10 0 | 4 10 0 |
| Whisky | " | 2 10 0 | 2 15 0 |
| Ales and stout .. .. | " .. .. | .. .. | 1 16 0 |
| Champagne | " | 3 12 0 | 4 16 0 |
| Tea, Ceylon | Lb. | 0 3 0 | 0 3 6 |
| Flour | 100 lbs. .. .. | .. .. | 3 4 0 |
| Sugar | " | 2 15 0 | 3 0 0 |
| Biscuits | Dozen 1 lb. tins .. .. | .. .. | 0 16 0 |
| Condensed milk | " | 0 15 0 | 0 18 0 |
| Jams | " | 0 15 0 | 0 16 0 |
| Butter .. .. | " .. .. | .. .. | 1 10 0 |
| Sardines, half tins | Dozen .. .. | .. .. | 0 12 0 |
| Salt, Marseilles | 100 lbs. .. .. | .. .. | 1 8 0 |
| Petroleum | Tin .. .. | .. .. | 0 18 0 |
| Tin plates | Cwt. .. .. | .. .. | 3 0 0 |
| Paint | 28-lb. tin .. .. | .. .. | 1 0 0 |
| Rim locks | Each .. .. | .. .. | 0 4 0 |
| Enamelled plates.. .. | Dozen .. .. | .. .. | 0 8 0 |
| " cups.. .. | " .. .. | .. .. | 0 15 0 |
| " basins.. .. | " .. .. | .. .. | 2 0 0 |
| Umbrellas, cotton.. .. | " .. .. | .. .. | 1 16 0 |
| Paper— | | | |
| Printing, dem y, 16 lbs.. .. | Ream | 0 16 0 | 1 0 0 |
| Writing, dem y, 21 lbs.. .. | " | 1 4 0 | 1 10 0 |
| Note, good quality | 5 quires | 0 2 6 | 0 4 0 |
| Ink, black | Quart | 0 4 0 | 0 5 0 |

EXPORTS.

| Articles. | Per— | Market Prices. | | | | | |
|----------------------------------|--------------|----------------|----|----|-----|----|----|
| | | From— | | | To— | | |
| | | £ | s. | d. | £ | s. | d. |
| Hides, average weight 45 lbs. .. | 100 lbs. .. | .. | .. | .. | 1 | 4 | 0 |
| Sheep-skins | 100 skins .. | .. | .. | .. | 4 | 0 | 0 |
| Pigs' bristles | Lb.. .. | .. | .. | .. | 0 | 1 | 3 |
| Coffee | 100 lbs. .. | .. | .. | .. | 6 | 0 | 0 |
| Oxen | Each .. | 5 | 0 | 0 | 7 | 0 | 0 |
| Sheep | " .. | 0 | 6 | 0 | 0 | 8 | 0 |
| Fowls | Dozen .. | 0 | 5 | 0 | 0 | 6 | 0 |
| Potatoes | 100 lbs. .. | .. | .. | .. | 0 | 1 | 8 |

Appendix 2.—EXCEPTIONS to the General Customs Tariff as to Import duties.
Foreign Imports into Madagascar. Customs.

| Description of Goods. | Per— | Duty. | |
|---|---------------|--|----|
| | | Fr. | c. |
| Condensed milk— | | | |
| Unsweetened | 100 kilos. .. | 5 | 0 |
| With sugar | " .. | 34 | 80 |
| Fish, dried, salted, or smoked, other than cod; stockfish, herrings, mackerel, sardines, and anchovies | " .. | 50 % of the duties of the minimum tariff | |
| Seeds for sowing | " .. | Free | |
| Pepper, pimento, tea | 100 kilos. .. | 104 | 0 |
| Timber, common— | | | |
| Rough, squared, or sawn | " .. | Free | |
| Splints | 100 kilos. .. | 1 | 50 |
| Staves | " .. | 0 | 75 |
| Sulphur, pulverised | " .. | 2 | 25 |
| Petroleum and other mineral oils for lighting .. | " .. | 3 | 0 |
| Cordage, if diameter exceeds 10 millims.— | | | |
| Unbleached | " .. | 20 | 0 |
| Bleached or dyed | " .. | 26 | 0 |
| Tissues of cotton, pure, plain, twilled, and drills, unbleached:— | | | |
| Containing in warp and woof in a square of 5 millims., such tissues weighing 13 kilos. or more per 100 square metres— | | | |
| 35 threads and less | " .. | 77 | 0 |
| 36 threads and more.. .. | " .. | 118 | 0 |
| 11 kilos. inclusive to 13 kilos. exclusive— | | | |
| 35 threads and less | " .. | 87 | 0 |
| 36 threads and more.. .. | " .. | 131 | 0 |
| 9 kilos. inclusive to 11 kilos. exclusive— | | | |
| 35 threads and less | " .. | 111 | 0 |
| 36 threads and more.. .. | " .. | 172 | 0 |
| Tissues of cotton, unbleached— | | | |
| 7 kilos. inclusive to 9 kilos. exclusive— | | | |
| 35 threads and less | " .. | 131 | 0 |
| 36 threads and more.. .. | " .. | 230 | 0 |
| 5 kilos. inclusive to 7 kilos. exclusive— | | | |
| 35 threads and less | " .. | 139 | 0 |
| 36 threads and more.. .. | " .. | 300 | 0 |

EXCEPTIONS to the General Customs Tariff as to Foreign Imports
into Madagascar—continued.

| Description of Goods. | Per— | Duty. | |
|---|---------------|-------|----|
| | | Fr. | c. |
| 3 kilos. inclusive to 5 kilos. exclusive— | | | |
| 35 threads and less | 100 kilos. .. | 287 | 0 |
| 36 threads and more.. .. . | " .. | 550 | 0 |
| Less than 3 kilos. per 100 square metres .. | " .. | 620 | 0 |
| Bleached, dyed, and printed— (Same duty as unbleached tissues, with an additional surtax for bleaching, dyeing, and printing respectively, as appears in the minimum metropolitan tariff) | | | |
| Furniture of bent wood— | | | |
| Varnished | " .. | 18 | 0 |
| Unvarnished | " .. | 12 | 0 |
| Seats, neither carved, inlaid, ornamented with copper, gilt, nor lacquered, of common wood | " .. | 9 | 0 |
| Other than massive seats, of common wood .. | " .. | 5 | 0 |
| Wooden casks, empty | " .. | 2 | 0 |
| Building timber, shaped— | | | |
| Hard wood | " .. | 2 | 50 |
| Soft wood | " .. | 2 | 0 |
| Timber, planed, grooved, tongued, planks, strips, and veneered— | | | |
| Oak or other hard wood | " .. | 5 | 0 |
| Fir or other soft wood | " .. | 3 | 50 |
| Doors, windows, wainscoting, and other car- penters' work, fitted together or not— | | | |
| Of hard wood | " .. | 20 | 0 |
| Of soft wood | " .. | 12 | 50 |
| Accordions.. .. . | Each .. | 1 | 0 |
| Carts for trade and agricultural purposes— | | | |
| Hung on springs | 100 kilos. .. | 12 | 0 |
| Not hung on springs | " .. | 6 | 0 |
| Trolleys | " .. | 5 | 0 |
| Matches | " .. | Free | |

Appendix 3.—TARIFF of Consumption Dues Levied on Imports into Madagascar.

Consumption
tax.

| Description of Goods. | Per— | Duty. |
|--|----------------------------|-------------|
| | | Fr. c. |
| Wines, common, of a strength of 14 degrees and under— | | |
| In cask | Hectolitre .. | 5 0 |
| „ bottle | Bottle .. | 0 05 |
| Wines, common, exceeding 14 degrees and | | |
| liqueur wines— | | |
| In cask | Hectolitre .. | 15 0 |
| „ bottle | Bottle .. | 0 15 |
| Champagne and sparkling wines | „ .. | 0 50 |
| „ | Half-bottle .. | 0 25 |
| Cider and perry | Bottle .. | 0 10 |
| Beer— | | |
| In cask | Hectolitre .. | 5 0 |
| „ bottle | Bottle .. | 0 10 |
| Liqueurs— | | |
| In cask | Hectolitre .. | 60 0 |
| „ bottle | Bottle .. | 1 0 |
| Rum, brandy, absinthe, other alcoholic beverages, and alcohol of all kinds, including watered wine (vins mouillés), raisin wine and all other artificial wines | Hectolitre of pure alcohol | 200 0 |
| Opium | Kilo. .. | 15 0 |
| Gunpowder, crackers, and fireworks | „ .. | 1 0 |
| Tobacco— | | |
| In the leaf or stem | Kilo., net .. | 1 50 |
| Cigars and cigarettes | „ .. | 7 50 |
| Other | „ .. | 8 0 |
| Tissues of all kinds | Ad valorem .. | 5 per cent. |
| Petroleum, shale, and other mineral oils for lighting | Kilo., net .. | 0 10 |
| Matches | „ .. | 3 0 |
| Playing cards | Pack .. | 0 30 |
| Sugar, refined | Kilo. .. | 0 05 |
| Olive oil | „ .. | 0 15 |
| Vegetable oils | „ .. | 0 10 |
| Tinned vegetables | „ .. | 0 10 |
| Salt | „ .. | 0 05 |

Export duties. Appendix 4.—TARIFF of Customs Duties Leviable on Exports
Customs. from Madagascar.

| Description. | Per— | Duty— |
|----------------------------------|---------------|--------|
| | | Fr. c. |
| Live animals— | | |
| Oxen, cows, bulls, calves | Head | 15 0 |
| Sheep and goats | " | 1 0 |
| Pigs | " | 3 0 |
| Turkeys and geese | Dozen | 0 30 |
| Ducks, fowls, guinea fowls | " | 0 10 |
| Animal products— | | |
| Preserved meat | 100 kilos. .. | 5 0 |
| Hides and skins, green or dried— | | |
| Large | 100 | 30 0 |
| Small | 100 | 15 0 |
| Meat, in brine | 100 kilos. .. | 5 0 |
| Lard | " | 12 0 |
| Tallow | " | 6 0 |
| Bones | " | 0 50 |
| Beeswax | " | 20 0 |
| Tortoise-shell | " | 300 0 |
| Dried fish, salted | " | 3 50 |
| Vegetable products— | | |
| Maize | " | 0 50 |
| Rice— | | |
| White | " | 2 0 |
| In husk | " | 1 0 |
| Cap's peas | " | 1 50 |
| Haricots | " | 1 50 |
| Lentils | " | 3 0 |
| Tapioca | " | 0 50 |
| " in powder | " | Exempt |
| Potatoes | 100 kilos. .. | 3 0 |
| Lime juice | Hectolitre .. | 5 0 |
| Coffee | 100 kilos. .. | 8 0 |
| Cocoa | " | 6 0 |
| Cloves | " | 5 0 |
| Vanilla | " | 25 0 |
| Tobacco, in leaf | " | 5 0 |
| " | " | 7 0 |
| Gum copal | " | 12 0 |
| Indiarubber | " | 25 0 |
| Ginger | " | 5 0 |
| Saffron | " | 100 0 |
| Wood— | | |
| For cabinet work | " | 1 50 |
| " carpenters' work | " | 1 20 |
| Common | " | 1 0 |
| Rafia | " | 2 50 |
| Manufactured articles— | | |
| Mats— | | |
| Fine | Each | 1 50 |
| Small, common | 100 | 2 50 |
| Rabannas— | | |
| Fine | 100 | 10 0 |
| Common | 100 | 3 0 |
| Empty bags | 100 | 6 0 |
| Hats | 100 | 2 50 |
| Earthenware | 100 kilos. .. | 6 0 |
| Salt | " | Exempt |

NOTE.—The duty on exports not enumerated above is 10 per cent. ad valorem.

Appendix 5.—PARCEL Post Rates between the Coast and
Interior of Madagascar.Parcels post.
Inland rates.

| | Per— | |
|--|----------|----------|
| | 3 Kilos. | 5 Kilos. |
| | s. d. | s. d. |
| Between Tamatave and— | | |
| Moramanga | 2 6 | 3 4 |
| Antananarivo, Antsirabe, Antsahobe .. | 3 7 | 6 0 |
| Fianarantsoa, Ambositra | 3 0 | 4 0 |
| Ihosey | 3 0 | 4 5 |
| Ambatondrazaka | 1 8 | 2 6 |
| Nossi-Bé to places in the province of Nossi-Bé | 1 8 | 2 0 |
| Analalava to places in the district of | | |
| Analalava | 1 8 | 2 0 |
| Majunga to— | | |
| Soalala | 0 8 | 1 0 |
| Marovoay | 1 0 | 1 6 |
| Mevatanana | 1 6 | 1 10 |
| Andriba | 1 10 | 3 0 |
| Morandava to places in the district of | | |
| Morandava | 1 8 | 2 0 |
| Maintirano to places in the district of | | |
| Maintirano | 1 8 | 2 0 |
| Tullear to— | | |
| Places in the district of Tullear | 1 8 | 2 0 |
| Ihosey and Betroky | 1 8 | 2 8 |
| Fianarantsoa | 3 0 | 4 5 |

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ON THE

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*Report on the Trade of the German East African Coast Towns for
the Year 1899*

By MR. VICE-CONSUL DUNDAS.

(Received at Foreign Office, December 28, 1899.)

Tanga.

Tanga is 73 miles from Zanzibar. The entrance to the ~~Harbour, &c.~~ harbour is buoyed, spiral buoys being to starboard, and conical to port. There are three red spiral buoys with top marks A, B, C, in white, and $\frac{A}{Tanga}$, $\frac{B}{Tanga}$, $\frac{C}{Tanga}$, painted in the same colour on the body of the buoy in 12, 20 and 5 metres of water respectively. There are 2 black conical buoys off the N.E. end of Nuile Reef in 20 metres, and N.W. of Ras Kasoni in 5 metres of water with $\frac{1}{Tanga}$ and $\frac{2}{Tanga}$ painted in white. There is one anchorage buoy which is apparently only made use of by the small Government steamers, others not having room to swing there. Vessels anchor from half to three-quarters of a mile from the shore.

The beach slopes very gradually. At high tide the water is ~~Landing, &c.~~ not more than 10 to 15 yards from the custom-house, but at low water cargo has to be carried 70 to 100 yards.

Unless the boat has to return to the steamer for more cargo, it is customary to beach it at high water, and discharge when left dry. Soundings are being taken to extend a stone pier, connected with the railway station, into deep water near the buoy, so that steamers can go alongside and avoid lighterage. The agents of the Deutsche Ost Afrika Linie have two iron lighters which take 50 to 60 tons each, and one dhow of about 30 tons for discharging cargo, but there are always other dhows available at 20 to 50 rs. per trip from shore to ship. Very large dhows would charge 70 to 100 rs. The dhow's crew do the landing into the custom-house, and the hire covers the cost of this.

The German Line carry their own coolies at 20 rs. per month, and their food for the round trip from Zanzibar to Tanga and back to Zanzibar; the Home Liners do the same, taking the

coolies on board in Tanga, where they are brought by the Bombay steamers from Zanzibar. If the men are not occupied on board for a full month, they get paid only in proportion to the number of days' actual service. They get nothing extra for nightwork, which probably occurs three or four times during a trip.

The "Setos," "Safari," and "Sultan" usually take 15 men at 20 rs. per month, and 1 tindal at 30 rs., the "General" and others of the same class 25 to 30 men, and 1 tindal; and the "Konig" and "Herzog" 35 men, and 1 tindal. When not employed on the steamers these men do any odd jobs in the town, and receive no pay or retainer during such time, and they generally sign on again as soon as the steamer arrives.

Through practice they are generally very capable men.

At present there is no crane or pier to facilitate discharging, but it is seldom that there is any difficulty in landing cargo as above described, though when the north-east monsoon is blowing strong, it is sometimes necessary to wait for the afternoon, when the breeze dies down, to be able to bring the boats close in shore without damage.

There is only one go-down which will take in about 7,000 to 8,000 bags in all. The custom-house offices divide it in the middle. It is necessary to have an agent to attend to the landing of goods, as consignees are not in the habit of taking delivery on board. Landing charges on European and Bombay general cargo are collected with freight at the port of shipment, and credit given to agents on account. On Bombay general cargo, 5 rs. per ton is collected, but on bags a charge of 6 a. is made.

Landing charges on cargo from Zanzibar are 5 rs. per ton or cubic metre, as measured in the custom-house at Tanga and collected from the consignee.

Imports. From March to June inclusive 5,410 packages were brought from Europe, of which 600 were manure for coffee plantations, 1,100 wood, 450 galvanised iron, and the rest consisted of provisions. In July and August steamers brought 2,960 packages, of which 600 were casks of cement, 1,200 wood, 120 ironware, and the rest provisions and a few bales. From Bombay steamers brought during the months of March to May inclusive, 9,340 packages, nearly all of which were rice or grain.

There were only a few bales of piece-goods. From Lindi and Mikindani steamers brought 600 bags of mtama in April, 950 in June, and 600 in July.

Dhows do not bring much from Bombay, and very nearly all the balance of imports comes from Zanzibar by dhows, only 266 packages arriving by steamer in the months of January to September.

The total imports into Tanga during the months of April to June inclusive were:—

From Germany :—

| Articles. | | Quantity. | Value. |
|--|-------------|----------------|---------|
| | | | Rupees. |
| Cotton goods, piece-goods, &c... | Bales .. | 40 | 7,380 |
| Rope, gunnies, matting .. | Tons .. | 7 | 2,950 |
| Paper, books | Ton .. | $\frac{1}{2}$ | 990 |
| Iron goods, including agricul- tural implements .. | Tons .. | 50 | 19,882 |
| Copper and brass goods, wire.. | .. | .. | 353 |
| Earthenware goods, cement .. | Tons .. | 3 | 471 |
| Pitch-tar | " .. | $2\frac{1}{2}$ | 352 |
| Beads, glassware, &c. .. | " .. | $1\frac{1}{2}$ | 1,220 |
| Furniture and other wooden manufactured articles .. | " .. | $4\frac{1}{2}$ | 681 |
| Beer, wines, spirits, mineral waters | Packages .. | 800 | 16,639 |

NOTE.—Balance of 2,710 packages were provisions, groceries, tobacco, paints, medicines, &c.

From the United Kingdom :—

| Articles. | | Quantity. | Value. |
|-------------------------------|-------------|---------------|---------|
| | | | Rupees. |
| Cotton goods | Packages .. | 12 | 1,447 |
| Paper, &c. | .. | .. | 180 |
| Copper and brass wire, &c. .. | .. | .. | 56 |
| Earthenware, cement, &c. .. | Ton .. | $\frac{1}{2}$ | 36 |
| Wines, spirits, &c. | Cases .. | 4 | 155 |

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|---|-------------|----------------|---------|
| | | | Rupees. |
| Cottons, &c. | Packages .. | 140 | 20,470 |
| Rope, gunnies, &c. | Tons .. | 10 | 1,369 |
| Paper, &c. | " .. | 1 | 571 |
| Ironware, bars, &c. | " .. | 1 | 187 |
| Iron goods, &c. | " .. | $1\frac{1}{2}$ | 765 |
| Copper and brassware, wire .. | " .. | $2\frac{1}{2}$ | 993 |
| Earthenware, native salt .. | " .. | 8 | 414 |
| Petroleum | Cases .. | 1,334 | 5,824 |
| Tar, pitch, oils | Tons .. | 2 | 1,230 |
| Beads, glassware | " .. | 1 | 661 |
| Wood | Ton .. | $\frac{1}{2}$ | 22 |
| Wooden goods, furniture .. | Tons .. | 5 | 1,243 |
| Spirits, beer | Packages .. | 60 | 1,768 |
| Rice | Bags .. | 5,210 | 65,601 |
| Grain, &c., and various sundries, provisions | " .. | 3,300 | 22,582 |

From India :—

| Articles. | Quantity. | Value. |
|--|-----------|---------|
| | | Rupees. |
| Cotton goods, rope Packages .. 12 | | 2,550 |
| Furniture and woodware .. Ton .. ½ | | 1,436 |
| Rice Bags .. 5,570 | | 49,261 |
| Grain, &c., and various sundries, onions " .. 1,300 | | 3,455 |

During July and August and half of September, the imports from Europe were worth 207,100 rs., of which only 3,500 rs. were from the United Kingdom, and the remainder from Germany. Of these 3,600 rs. were for cotton goods (equal about 30 bales); wood, 13,500 rs.; wines, spirits, &c., 11,700 rs.; provisions, groceries, 6,000 rs.; paints and oils, 8,000 rs.; iron goods, 5,500 rs.; tobacco 2,600 rs. (equal ½ ton); and about 5 tons sundries, sugar, furniture, woollen and paper goods, and beads, 7,000 rs.

From Zanzibar, during the same period :—

| Articles. | Quantity. | Value. |
|---|-----------|---------|
| | | Rupees. |
| Cotton goods Bales .. 170 | | 30,000 |
| Gunnies, rope, &c. Tons .. 3½ | | 700 |
| Iron pots, &c. " .. 4½ | | 3,800 |
| Earthenware " .. 8 | | 500 |
| Petroleum Cases .. 880 | | 4,500 |
| Paints and oils, drugs .. Tons .. 4 | | 1,600 |
| Beads, glassware " .. 2 | | 1,400 |
| Groceries and sundries, woollen and paper goods " .. 37 | | 11,600 |
| Rice Bags .. 7,500 | | 64,000 |
| Grain " .. 1,110 | | 8,128 |
| Cocoa nuts Number .. 20,700 | | 1,400 |
| Sugar Bags .. 80 | | 1,700 |
| Tobacco Tons .. 2 | | 3,000 |
| Wines, spirits, &c. " .. -- | | 1,400 |
| Furniture Tons .. 2½ | | 1,600 |

From India :—

| Articles. | Quantity. | Value. |
|------------------------------------|-----------|---------|
| | | Rupees. |
| Rice and grain Bags .. 60 | | 700 |
| Sugar " .. 40 | | 480 |
| Groceries, &c. Tons .. 7 | | 800 |

All imports of foodstuffs are larger than usual this year, owing to the famine on the mainland even cocoanuts being imported, which generally in the form of copra are exported

to the extent of 24,000 frasilas per annum (equal about 6,000 bags).

Since Rangoon rice has come direct to Zanzibar it is cheaper than coming viâ Bombay, and consequently shipments from India have fallen-off.

The wood imported is all for house-building; nearly all cargo from Zanzibar comes by dhow, as the rates are so much cheaper. Under the heading of earthenware, &c., is included cement, and also from Zanzibar Arab salt, which weighs very heavy, in proportion to its value.

Copper goods, &c., are chiefly copper and brass wire for transport up country to sell to natives. Under grain comes all mtama, Indian corn, beans, peas, &c.

The ironware consists almost entirely of implements for the plantations and native hoes, though a good proportion is cooking pots. During the whole of 1898 245 packages came from Zanzibar by steamer, whilst 286 came during the first nine months of 1899. During January to September, 1899, inclusive, steamers shipped 99 packages from Tanga to Zanzibar, as against 93 for the whole of 1898.

Freights by Steamer.—From and to Europe, 45s. to 50s. less **Freights**. 15 per cent. rebate.

From and to Bombay.—About 2 rs. 8 a. per bale, 1 r. 4 a. per bag, and 1 r. per case of ghee.

From Lindi and Mikindani.—1 r.; 1 r. 6 a. per bag of mtama, &c.

The dhow rates of freight are from shore to shore, and are so much cheaper than steamer rates that they compensate in the Indian's eyes for loss of time when the wind is unfavourable.

Freight by dhows, 4 a. per bag; 8, 12, 16 a. per bale or case according to size.

Nearly all the cargo from Europe is brought by intermediate steamers. The large steamers for Durban take little besides mails.

As the wind is unfavourable in other months the bulk of the cargo from Zanzibar arrives in the months of March to August.

Very little is imported from the coast ports to Tanga, except the above-noted mtama from Lindi, &c., and that only in time of famine.

Statistics from all the ports are kept in English lbs. weight and rupees value, and the bales weighing on an average 200 lbs. each, consist chiefly of gray sheeting, kaniki, gumpty, khangas, &c. The cases of wines, beer, and spirits, which are in fairly equal proportions, weigh about 70 to 75 lbs. per case, which includes bottles, but not the case itself. Freights by steamer would probably come down if there was any competition, in which case some of the dhow cargo might be obtained, but only when the wind is adverse, *i.e.*, about September to February, and as the other months are best for exports so they are also best for imports.

In 1898 163 passengers went by steamer from Zanzibar to **Passengers**.
(503) A 4

Tanga, and in nine months of 1899, 138—a slight increase on the corresponding period of 1898. There is not much passenger traffic to and from Bombay.

Exports.

To Zanzibar, July to September, 1899 :—

| Articles. | | Quantity. | Value. |
|-----------------------|------------|-----------|---------|
| | | | Rupees. |
| Hides | Lbs. | 5,800 | 1,400 |
| Rubber | Bags | 100 | 18,000 |
| Wood | Tons | 23½ | 800 |
| Ground-nuts | Bags | 170 | 860 |
| Cocoanuts | Number .. | 5,000 | 12 |
| Coffee | Tons | 6 | 6,730 |
| Cowries | " | 8½ | 70 |
| Copal and ivory | Lbs. | 700 | 2,500 |

To Germany and other Countries :—

| Articles. | | Quantity. | Value. |
|----------------|------------|-----------|---------|
| | | | Rupees. |
| Rubber | Bags | 49 | 10,380 |
| Coffee | Tons | 2½ | 2,750 |

To India :—

| Articles. | | Quantity. | Value. |
|-----------------|------------|-----------|---------|
| | | | Rupees. |
| Cowries | Tons | 6½ | 106 |

About 2,000 frasilas only of rubber have been exported this year so far. Usually about 3,000 frasilas are exported; also a considerable amount of copra and cocoanuts, but this year, on account of the drought, all food stuffs are short, and the natives eat the cocoanuts.

Rubber and copal are also affected by the drought. This decrease in exports makes a corresponding decrease in imports, food-stuffs excepted. The best months for both are April to September.

The wood is used in building dhows. The coffee comes from the Usambara District, where there are several plantations which have only recently begun to bear. There is also a large coconut plantation belonging to a German, about 3 to 4 miles from Tanga, which is just beginning to bear. Vanilla is also being tried there.

The principal European firm is the Deutsche Ost Afrika Gesellschaft. Most of the rubber going home is bought by them, and besides the Steamship Agency, they do most of the import business. There are a few Goanese shops, and five or six good-

sized hotels, kept by Germans and Greeks, and about 150 Indian shops, besides several small ones on the caravan routes in the country round about.

The Government have taken over the railway, and it is said that it is to be extended farther inland, which will probably mean an increase in imports.

Pangani.

Pangani is 38 miles from Tanga. Vessels anchor 3 to 4 miles off, where there is a considerable swell in bad weather, which makes discharging difficult.

There is a bar at the mouth of the river over which the sea breaks in rough weather. The entrance to the anchorage from the north is marked by a spiral buoy, and two fairway buoys show the entrance to the river; they lie nearly in a line between the river, and a conspicuous island opposite to the mouth. There are no shore boats, the agents of the steamer taking passengers ashore.

When there is any cargo to land it is done by dhows, but notice must be given beforehand as there are frequently none there.

The German East African line have a clause in their bill of lading, providing that if no dhows are available at Pangani they may over carry to Zanzibar and send from there by dhow.

Practically all communication with Zanzibar is carried on by dhow, and there is little communication with other ports.

From Germany, April to June :—

Imports.

| Articles. | | Quantity. | Value. |
|------------------------|------------|-----------|---------|
| | | | Rupees. |
| Rope, paper, &c. | Cwts... .. | 2 | 1,484 |
| Earthenware, &c. | Tons | 9 | 722 |
| Beer, wines, &c. | Cases.. .. | 30 | 1,106 |

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|--------------------------------------|------------|-----------|---------|
| | | | Rupees. |
| Cotton goods, &c. | Bales.. .. | 170 | 23,407 |
| Rope, paper, gunnies, &c. | Tons | 2½ | 913 |
| Ironware | " | 9 | 8,218 |
| Copperware | " | 7 | 1,920 |
| Earthenware, cement, arab salt | " | 9 | 430 |
| Petroleum | Cases.. .. | 1,181 | 5,202 |
| Glassware, beads | Tons | 1½ | 959 |
| Wood and goods made of wood | " | 10½ | 1,956 |
| Beer, wines, &c. | Cases.. .. | 120 | 2,174 |
| Rice | Bags | 3,500 | 33,270 |
| Other grain | " | 880 | 4,992 |

From India :—

| Article. | | Quantity. | Value. |
|-----------------------------|------------|-----------|------------------|
| Grain, excluding rice | Bags | 222 | Rupees. 1,320 |

There is a sugar factory in Pangani. The Deutsche Ost Afrika Gesellschaft have also a branch here, which cultivates on the right bank of the river, hemp, mtama, and Indian corn.

Saadani.

Harbour, &c. Saadani is an open roadstead 38 miles from Pangani. There is a passage inside the reef from Pangani which is buoyed. Being just opposite the gap between Zanzibar and Pemba Islands there is often a bad swell, and the same remarks as regards landing and dhows apply here as at Pangani. The town is chiefly used as a base from which to despatch caravans to the interior.

Imports. The following are the imports during April to June, entirely by dhow.

From Zanzibar, April to June :—

| Articles. | | Quantity. | Value. |
|-----------------------------|-------------|----------------|---------|
| | | | Rupees. |
| Cotton goods | Bales | 280 | 34,623 |
| Rope and gunnies | Tons | 4 | 462 |
| Ironware | " | 1 | 1,083 |
| Salt (native) | Ton | $\frac{1}{2}$ | 16 |
| Petroleum | Cases | 150 | 651 |
| Beads, glassware, &c. | Tons | $3\frac{1}{2}$ | 3,763 |
| Wooden goods | Ton | $\frac{1}{2}$ | 576 |
| Beer, wines, &c. | Cases | 110 | 2,324 |
| Rice | Bags | 1,110 | 10,015 |
| Grain, &c. | " | 2,100 | 13,250 |

And a certain amount of general provisions and sundries not enumerated above. The grain is mostly mtama, but also includes beans and chiroko.

Bagamoyo.

Harbour, &c. Bagamoyo is an open roadstead and is 24 miles from Saadani. A spiral buoy marks the Wormee patches, and another the entrance to Bagamoyo. There is a sandbank passed north on entering, and south on leaving. It is marked by a stake.

Vessels anchor about 2 miles from the shore, but small vessels

can go closer. There are no shore boats besides the Government customs and mail boats, and the Deutsche Ost Afrika Gesellschaft boat.

The Deutsche Ost Afrika Gesellschaft have their own lighter **Landing, &c.** which, when no steamer is coming, plies between Zanzibar and Bagamoyo. Other dhows are always available in almost any quantity at 10 to 12 rs. per trip (about 100 bags); as a rule one trip a day only can be made. If there is much cargo to discharge it is advisable to send notice by telegraph. Hamals on shore get 1 pice for each bag carried from the dhow to the custom-house. There is no crane or pier to facilitate the landing of cargo.

The landing charges for steamers are 3 a. per bag, and other cargo is in proportion, the agents landing all cargo. At low tide there is a long stretch of beach over $\frac{1}{4}$ mile dry, and a very little wind is enough to make a bad sea for landing, in which case the dhows have to wait till it is quieter, and then beach at high tide. The wind generally dies down in the afternoon, when the monsoon is blowing.

From Germany, January to March:—

Imports.

| Articles. | | Quantity. | Value. |
|--|-------------|----------------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 160 | 11,358 |
| Rope, gunnies, &c. | Ton .. | 1 | 1,006 |
| Paper, books, &c. | " .. | $\frac{1}{4}$ | 211 |
| Ironware | Tons .. | 5 | 4,311 |
| Beads, glassware, &c. | " .. | $1\frac{1}{2}$ | 582 |
| Beer, wine, &c... .. . | Packages .. | 120 | 4,089 |
| Soap, oils | Tons .. | 4 | 1,165 |
| Provisions, spices | " .. | 1 | 2,000 |
| Paints and drugs | " .. | $2\frac{1}{2}$ | 755 |
| Sundries, including arms, ammunition, fancy goods, jewellery, leather goods, matches, &c... .. | .. .. | .. | 577 |

From the United Kingdom:—

| Articles. | | Quantity. | Value. |
|------------------------------------|-------------|---------------|---------|
| | | | Rupees. |
| Cotton goods | Packages .. | 8 | 2,184 |
| Wines, tobacco, and sundries | Ton .. | $\frac{1}{4}$ | 670 |

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|---|-------------|----------------|----------|
| | | | Rupees. |
| Cotton goods | Bales .. | 1,400 | 1,84,900 |
| Rope, gunnies, &c. | Tons .. | 5 | 1,021 |
| Silk and woollen goods .. .. | .. .. | .. | 2,894 |
| Paper, books, &c. | Ton .. | $\frac{1}{2}$ | 376 |
| Iron bars, wire, &c. .. .. | .. .. | 1 | 150 |
| Ironware | Tons .. | 9 | 6,817 |
| Copper and brass goods .. .. | .. .. | $2\frac{1}{2}$ | 2,678 |
| Steam-launch for lake.. .. | .. .. | 9 | 7,460 |
| Earthenware, cement, salt .. .. | .. .. | 18 | 519 |
| Petroleum | Cases .. | 346 | 1,383 |
| Soap, oils, fat, &c. | Tons .. | $2\frac{1}{2}$ | 1,104 |
| Beads, &c. .. .. . | .. .. | 12 | 15,235 |
| Timber .. .. . | .. .. | 12 | 1,996 |
| Wooden goods .. .. . | .. .. | $2\frac{1}{2}$ | 1,255 |
| Beer, wine, &c... .. . | Cases .. | 200 | 6,500 |
| Rice | Bags .. | 6,700 | 66,708 |
| Grain, &c. .. .. . | .. .. | 526 | 3,639 |
| Ground-nuts .. .. . | .. .. | 50 | 260 |
| Sugar, &c. | Packages .. | 128 | 2,792 |
| Spices, tea, coffee, &c... .. | Tons .. | 4 | 2,580 |
| Tobacco, opium.. .. . | .. .. | $1\frac{1}{2}$ | 2,151 |
| Provisions .. .. . | .. .. | 5 | 11,350 |
| Sundries, including ammunition, arms, fancy goods, jewellery, &c. .. | .. .. | .. | 3,166 |
| Livestock | Head .. | 26 | 2,867 |

From India :—

| Articles. | | Quantity. | Value. |
|---------------------------------------|----------|----------------|---------|
| | | | Rupees. |
| Cotton goods, &c. | Bales .. | 650 | 64,801 |
| Silk and woollen goods .. .. | .. .. | .. | 1,200 |
| Paper, books, &c. | Ton .. | $\frac{1}{2}$ | 249 |
| Ironware .. .. . | .. .. | 1 | 611 |
| Glassware, copper, and wooden ware . | .. .. | .. | 112 |
| Rice | Bags .. | 659 | 6,466 |
| Grain, &c. .. .. . | .. .. | 20 | 114 |
| Groceries, fat, oils, tea, tobacco .. | .. .. | .. | 390 |
| Provisions | Tons .. | $1\frac{1}{2}$ | 1,462 |
| Paints and drugs | Ton .. | $\frac{1}{2}$ | 317 |
| Sundries | Tons .. | $1\frac{1}{2}$ | 1,333 |

Imports from other countries amounted only to about 18,000 rs., of which 9,000 rs. were for cotton goods, and 800 rs. for mtama from Ibo. The bulk of imports consists in goods for transport into the interior and Uganda, not much being consumed in the town, except the food-stuffs. Imports are largest prior to and during the caravan season, about January to August; during the remaining months trade falls off.

Freights.

Freights by steamers are double that of the dhows, exclusive of landing charges. Dhow rates from Mikindani and Ibo are

about 1 r. per bag inclusive of landing and shipping. From Zanzibar 8 a. per bale or case, 2 a. per bag, 3 to 4 rs. per head for cattle, including landing at custom-house.

There is a fair amount of traffic between Bagamoyo and Dar-es-Salaam, and a few passengers occasionally to Zanzibar, every steamer getting 10 to 20 passengers at 3 rs. per head to Dar-es-Salaam or Zanzibar, and 4 rs. to Zanzibar via Dar-es-Salaam. Passengers appear to prefer travelling by steamer when available rather than by dhow. Males pay by dhow 1 r. and females 2 rs. Arabs and Indians take passengers of their own nationality free, the latter providing their own food in any case.

The best months for export are after the rains. Rubber comes in chiefly from April to September, afterwards coming in only in small quantities throughout the year, to the extent of about 2,000 frasilas or 500 bags per annum. Gum also comes mostly about the same time, but for rather a longer period. Both these products have fallen off this year owing to drought which affects the sap. Cocoanuts and copra are also exported as a rule in fair quantities, but this year, owing to no rain and locusts, there are next to none, and many trees are nearly dead. Hides to the extent of about 5,000 per annum are exported, and about 3,000 frasilas of ivory. The freights for export are the same as for imports, but by dhow ivory is taken at 2 a. per frasila, or about $\frac{1}{4}$ per cent., gum in 50 to 60 lb. baskets at 2 a. each, and hides at 4 rs. per 1,000 kilos. or 1 ton.

Almost all the exports are bought by the Indians and go to Zanzibar. The Deutsche Ost Afrika Gesellschaft contents itself with importing goods for sale in Bagamoyo, and despatch up country, and steamers' agency work.

To Zanzibar, January to March :—

| Articles. | | | Quantity. | Value. |
|--------------------------|----|---------|------------------|---------|
| | | | | Rupees. |
| Coir matting, &c. | .. | Tons .. | 184 | 13,558 |
| Hides, feathers, &c. | .. | " .. | 7 $\frac{1}{2}$ | 3,970 |
| Shells .. | .. | " .. | .. | 89 |
| Rubber .. | .. | Bags .. | 56 | 13,445 |
| Gum copal .. | .. | Tons .. | 17 $\frac{1}{2}$ | 15,853 |
| Ivory, hippopotami teeth | .. | Lbs. .. | 19,499 | 78,471 |
| Rhinoceroses' horns .. | .. | Tons .. | 1 | 2,022 |
| Wood and wooden ware | .. | " .. | 9 | 996 |
| Cocoa nuts .. | .. | Ton .. | $\frac{1}{2}$ | 18 |
| Copra .. | .. | Bags .. | 187 | 2,197 |
| Semsem .. | .. | " .. | 87 | 662 |
| Sundry food-stuffs .. | .. | Tons .. | 3 $\frac{1}{2}$ | 690 |
| Live-stock .. | .. | Head .. | 287 | 8,769 |
| Tobacco .. | .. | Ton .. | $\frac{1}{2}$ | 145 |

The steamers find the dhows serious competitors, as besides the difference in the rate of freights, dhows can cross equally well whatever quarter the wind may be blowing from, and as a rule make the journey in a few hours, unless wind fails, which is

seldom. In 1898 steamers took no packages to Bagamoyo from Zanzibar, and 50 the reverse way, whilst in 1899 nothing was taken either way.

A certain amount of cattle are exported, in spite of a heavy export duty.

Very little food-stuff is grown in the district, and when there are 10,000 to 15,000 porters in the place—a matter of not unfrequent occurrence—a very considerable quantity of food has to be imported. Messrs. Hansing and Co. have a vanilla plantation about 15 miles from Bagamoyo, and as the ground is very fertile the results should be good.

Dar-es-Salaam.

Harbour, &c.

Dar-es-Salaam is 36 miles from Bagamoyo. The passage is buoyed, and there are leading marks to aid steamers in picking up the buoys. They consist of a white pillar above, and a white cone below on a rock. There is deep water practically all over the harbour, except near the creek by the town, which is bridged, and near the point by the powder magazine on the left bank of the large creek, which is buoyed. Vessels anchor from $\frac{1}{4}$ to $\frac{1}{2}$ mile from the shore. The Government hope to set up a graving dock next year, which will take in a vessel of 3,000 tons, and can be subdivided for vessels of 1,800 and 1,200 tons. It will probably be placed at the mouth of the large creek, in which case the Flotilla workshop will also be removed to the same place.

Landing.

There is a small wooden jetty running out below, and to the left of the custom-house, on which there is a crane for landing heavy packages, the light ones being carried by porters up the beach, then through a wide gap in the seawall, which skirts part of the town, to the custom-house. The custom-house is divided into two parts, whilst a third part, belonging to the Deutsche Ost Afrika Gesellschaft, is utilised for bag cargo, and is capable of containing 5,000 bags. It is reported that the Government are about to build a special go-down for goods declared in trans-shipment, which are free of duty and also of rent. At present goods are only free for one month, but it is probable that the period will be extended, when the new go-down is erected. Messrs. Hansing and Co., who are the agents of the Deutsche Ost Afrika line, have seven lighters carrying 200 or more bags each. They go from ship to shore by means of oars, except when the steamer has a steam launch on board.

There is one lighter and one steam-launch hulk, which the Government keeps for putting their coal on the men-of-war, but these could not be hired.

When not otherwise employed, Messrs. Hansing will hire out their lighters at 10 rs. per day, the lessee supplying captain and crew. Other small dhows, carrying about 50 bags each, are always obtainable at 5 rs. per day, doing two or three trips a day.

Messrs. Hansing's landing and shipping charges are:—4 a. per bag, 8 a. per bale, 4 a. per small case, 8 a. per large case.

*From Germany, January to March :—**Imports.*

| Articles. | | Quantity. | Value. |
|---|-------------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 32 | 9,845 |
| Rope, gunnies, &c. | Ton .. | ½ | 1,280 |
| Silk and woollen goods .. .. | .. .. | .. | 770 |
| Paper, books, &c. | Ton .. | 1 | 2,423 |
| Iron bars, wire, &c. | Tons .. | 4½ | 531 |
| Ironware, tools, &c. | " .. | 20 | 22,689 |
| Copper and brass goods | " .. | 27½ | 8,896 |
| Material, such as carts, for transport purposes .. .. . | .. .. | .. | 1,878 |
| Cement, earthenware, &c. | Tons .. | 63½ | 4,255 |
| Tar, pitch, turpentine, paints, drugs | " .. | 23 | 5,701 |
| Beads, glassware, crockery, &c. | " .. | 3 | 2,167 |
| Wooden goods, furniture, &c. | " .. | 11 | 8,509 |
| Beer, wines, spirits | Packages .. | 1,706 | 31,808 |
| Soap, vegetable oils and fats, &c. | Tons .. | 8 | 4,102 |
| Sugar | Packages .. | 300 | 7,655 |
| Coffee, tea, spices, and general provisions | Tons .. | 22½ | 36,787 |
| Tobacco, opium, &c. | " .. | 2½ | 7,818 |
| Sundries, as detailed under Bagamoyo | " .. | 4½ | 10,574 |

*From the United Kingdom :—*Only goods to the value of 860 rs., mostly provisions.

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|--|-------------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Packages .. | 354 | 51,994 |
| Rope, gunnies, &c. | Tons .. | 5½ | 2,498 |
| Silk and woollen goods .. .. | .. .. | .. | 1,853 |
| Paper, &c. | Ton .. | ½ | 601 |
| Iron bars, wire, &c. | Tons .. | 2½ | 977 |
| Ironware, tools, &c. | " .. | 4½ | 2,172 |
| Copper and brass goods | " .. | 6½ | 2,920 |
| Cement, earthenware, salt, &c. | " .. | 317½ | 5,700 |
| Petroleum | Cases .. | 1,500 | 6,997 |
| Oils, turpentine, paints, &c. | Tons .. | 7½ | 2,938 |
| Beads, glassware, &c. | " .. | 8½ | 4,183 |
| Wood and articles made of wood | " .. | 41 | 5,744 |
| Beer, wines, spirits, &c. | Packages .. | 1,170 | 20,019 |
| Rice | Bags .. | 5,050 | 52,031 |
| Grain, beans, &c. | " .. | 255 | 2,856 |
| Cocoanuts | Tons .. | 10 | 853 |
| Soap, vegetable oils, &c. | " .. | 3½ | 1,218 |
| Sugar, &c. | Packages .. | 360 | 3,071 |
| Coffee, tea, spices, provisions, &c. | Tons .. | 100 | 30,332 |
| Tobacco, opium, &c. | " .. | 1½ | 2,344 |
| Sundries, as under Bagamoyo | " .. | 2½ | 3,119 |
| Live-stock | Head .. | 16 | 373 |

and a quantity of other articles.

From India :—

| Articles. | | Quantity. | Value. |
|--|----------|-----------|----------|
| | | | Rupees. |
| Cotton goods | Bales .. | 48 | 6,798 |
| Silk and woollen goods .. .. | .. .. | .. | 1,393 |
| Iron and copper goods | Ton .. | † | 532 |
| Rice | Bags .. | 8,800 | 1,10,889 |
| Grain, beans, &c. .. .. | .. .. | 246 | 2,764 |
| Sugar, jogry, &c. | Ton .. | 1 | 388 |
| Provisions, ghee, &c. | Tons .. | 35 | 6,778 |
| Sundries as above, also including paper, rope, glassware, furniture .. | Ton .. | † | 1,300 |

From other Countries :—

| Articles. | | Quantity. | Value. |
|---|-------------|-----------|---------|
| | | | Rupees. |
| Cottons | Packages .. | 8 | 2,582 |
| Wines and spirits .. .. | .. .. | 100 | 2,342 |
| Grain, &c. | Bags .. | 120 | 954 |
| Tobacco | Tons .. | 1½ | 2,291 |
| Sundries, provisions, iron, paper goods, furniture, &c. .. .. | .. .. | 1½ | 2,050 |

From Germany, April to June :—

| Articles. | | Quantity. | Value. |
|--------------------------------------|-------------|-----------|---------|
| | | | Rup-es. |
| Cotton goods | Bales .. | 54 | 11,475 |
| Rope, canvas, gunnies | Tons .. | 2 | 2,875 |
| Silk and woollen goods .. .. | .. .. | .. | 756 |
| Paper, books, &c. | Tons .. | 3½ | 6,182 |
| Iron bars, wire, &c. .. .. | .. .. | 17½ | 506 |
| Iron goods .. .. . | .. .. | 14½ | 12,620 |
| Copper and brassware .. .. | .. .. | 25 | 10,834 |
| Cement, earthenware, &c. .. .. | .. .. | 55½ | 6,233 |
| Tar, pitch, turpentine, oils, &c. .. | .. .. | 1½ | 354 |
| Beads, glassware, crockery .. .. | .. .. | 7 | 3,263 |
| Wood and articles made of wood .. | .. .. | 2½ | 3,643 |
| Beer, wines, spirits, &c. | Packages .. | 2,200 | 40,250 |
| Grain | Tons .. | 2½ | 951 |

and a quantity of sundries.

*From the United Kingdom :—*Goods to the value of 2,000 rs., of which more than three-fourths were cottons.

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|---|-------------|-----------|----------|
| | | | Rupees. |
| Cotton goods | Bales .. | 750 | 1,41,270 |
| Rope, canvas, &c. | Tons .. | 2 | 709 |
| Silk and woollen goods .. .. | .. .. | .. | 6,569 |
| Paper, &c. | Tons .. | 2 | 1,233 |
| Iron, wire, and iron goods | " .. | 2½ | 4,336 |
| Copper and brassware | " .. | 2½ | 6,520 |
| Earthenware, cement, salt | " .. | 72½ | 2,061 |
| Petroleum | Cases .. | 710 | 3,442 |
| Tar, pitch, turpentine, oils, &c. | Ton .. | ½ | 256 |
| Beads, glassware, &c. | Tons .. | 6 | 7,997 |
| Wood, and goods made from wood | " .. | 20 | 4,674 |
| Beer, wines, spirits, &c. | Packages .. | 860 | 10,507 |
| Rice | Bags .. | 5,000 | 49,761 |
| Grain, beans, &c. | " .. | 267 | 1,913 |

and a quantity of sundries.

From India :—

| Articles. | | Quantity. | Value. |
|--|----------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 145 | 14,478 |
| Rope, canvas, paper, &c. | Ton .. | 1 | 195 |
| Ironware | Tons .. | 1½ | 575 |
| Earthenware, crockery, furniture | Ton .. | 1 | 396 |
| Rice | Bags .. | 5,330 | 53,683 |
| Grain, beans, &c. | " .. | 1,500 | 10,833 |

and a quantity of sundries.

Other Countries.—Goods to the value of 18,400 rs., of which more than three-fourths were cotton, and most of the rest wines, &c.

The imports under the heading of earthenware, cement, &c., are mostly cement and road-making material, except during the north-east monsoon (November to January), when a good number of water jars come from India.

The grain and tobacco in January to March from other countries actually came from Ibo. The cargo from Germany is, of course, all by steamer, and from India most of the bales come by steamer, but the iron goods and earthenware and a good deal of the rice come by dhow when favourable winds prevail. The Rangoon rice, not coming direct to Zanzibar, will probably cause shipment from Bombay to fall off. The bulk of the rice trade is in Messrs. Hansing's hands. During the famine about 4,000 to 5,000 bags of rice per month were imported from Bombay and Zanzibar combined. Otherwise the average used to be about 2,000 to 2,500 bags a month. As the Government are employing a large number of natives on road-making, it is probable that the rice import will keep fairly steady.

Zanzibar cargo comes almost entirely by dhow, as even if the wind is unfavourable it only takes three or four days, and the

Indians, for whom most of the cargo is destined, do not appear to mind the delay. During 1898 only 226 packages were brought by steamer from Zanzibar, and during nine months of 1899 only 98, a slight decrease on the corresponding nine months of 1898.

A considerable quantity of mtama comes from Lindi and Mikindani, &c., both by dhow and steamer—the latter when the wind is unfavourable to dhows.

The piece-goods consist chiefly of Americani, gumpty, kaniki, and khangas, and the bulk comes from Zanzibar.

Freights.

From Bombay.—About 1 r. 4 a. per bag; 2 rs. 8 a. per bale; 1 r. per case of ghee.

From Zanzibar.—1 r. per case of ghee, 6 a. per bag; from Lindi and Mikindani, 1 r. per bag, all exclusive of landing. The dhow rates are about half the above, and include landing.

From Zanzibar.—8 a. per bale, 1 r. per 4 bags of flour, 1 r. per 5 bags of rice, and 2 a. per case of oil, &c.

Exports.

The exports are mostly small, and the bulk goes to Zanzibar.

To Germany (January to March).—4,100 rs. value, of which live-stock represented 1,800 rs., rubber and ivory each 680 rs. The balance consisted of a few hides, horns, and woodware.

To Zanzibar :—

| Articles. | | Quantity. | Value. |
|--|---------|-----------|---------|
| | | | Rupees. |
| Coir, rope, matting, &c. | Tons .. | 10½ | 1,076 |
| Hides and skins | " .. | 3½ | 2,038 |
| Shells (tortoise and mother-of-pearl) .. | Lbs. .. | 240 | 1,814 |
| Rubber | Bags .. | 115 | 23,113 |
| Gum copal | Tons .. | 10½ | 21,061 |
| Ivory, hippopotami teeth | " .. | .. | 6,250 |
| Wood and articles made of wood | Tons .. | 60½ | 1,378 |
| Cocoa nuts and copra | " .. | 6½ | 434 |
| Semsem and other grain | Ton .. | 1 | 168 |
| Live-stock | Head .. | 69 | 484 |
| Rhinoceroses' horns and sundries | Tons .. | 2 | 391 |

To other Countries :—

| Articles. | | Quantity. | Value. |
|-------------------------|----------|-----------|---------|
| | | | Rupees. |
| Grain, beans, &c. | Tons .. | 9 | 2,577 |
| Live-stock | Heads .. | 355 | 7,864 |

Messrs. Hansing are said to be the Europeans who get most of the rubber. They get 20 to 50 bags a month according to the season, half of which goes to Zanzibar, the rest to Germany. That bought by Indians goes almost entirely to the former port. The amount of live-stock is unusually large, but it is accounted for by a special quantity going to Beira. The grain for other countries is mostly for British East Africa. It is chiefly imported

from German coast towns, and re-exported to wherever there is a favourable market, and is only shown in the returns of final port of shipment for foreign countries. There is not much export up or down the coast from Dar-es-Salaam.

The inward and outward freights are the same with the exception of Lindi to which bag cargo is taken at 8 a. per bag by steamer instead of 1 r.

The Government generally have a stock of about 3,000 tons of coal for the men-of-war.

There are six European (German) firms in Dar-es-Salaam, who mostly import on behalf of the Government.

There is a plentiful supply of shore-boats.

Kilwa.

Kilwa is 154 miles from Dar-es-Salaam. At high water there is a passage through the reefs going nearly east, which saves some three miles going from and to the south. A buoy marks the shoalwater which bears about W.N.W. from the anchorage. The reef in front of the town dries to a distance of about half a mile at low tide.

There are no shore-boats except the two Government boats, and three belonging to German firms.

There is only one go-down which will take about 4,000 bags, and the customs offices are at either end of it. Goods are carried through a break in the sea wall. The Deutsche Ost Afrika Gesellschaft possess four dhows, and there are only a few others in the south-west monsoon, but during the north-east and between the monsoons a number coast up and down short distances. The dhows are generally brought close to the custom-house at high water, and discharged when the water recedes, only doing one trip a day for the sea is very bad during the north-east monsoon, and there is sometimes delay before even this can be done. It is necessary to secure dhows by telegraph unless the steamer is quite sure to keep to time-table date. The dhows generally load up with export cargo in readiness for the steamer's arrival, when that is put on board they return to the shore with the import cargo.

Zanzibar cargo by steamer is landed at 1 r. per bale or case; 6 a. per bag; and 4 a. per case of oil or ghee.

Dhows would probably ask 8 a. per bale or case, 4 a. per bag not including hamallage ashore, which at neap tides would often be a considerable distance and which would cost 1 a. per bag and 2 a. per case of oil or ghee. These goods are landed even when the boat is some distance from the shore, but for bales they wait until they can come close up, and landing rates for them include hamallage as they are very few.

From November, 1898, to September, 1899, the steamer "Setos" made five trips; steamers "Sultan" and "Safari" each four, calling each time on both north and south voyages. They

brought in all from Bombay 2,250 bags of rice, of which nearly all came in December to April, there being none imported during some of the other months, 755 bales of piece-goods, 236 bags of flour, wheat, &c., and 145 cases of ghee. The piece-goods came at the rate of 60 a month for November to January, 100 each in February, March and June, very few in April, and 118 and 135 respectively in August and September.

The other goods were fairly evenly distributed over the same period, except that more came in August than usual, little in April and none in May or July.

The imports from *Europe* during the same period were:—229 bales of piece-goods, 200 bags of sugar, 50 casks of cement, 160 packages of ironware, 404 cases of wines, beer, spirits, provisions, &c.

The bales came at the rate of about 20 a month, sugar 25 bags a month, except in May, when 125 arrived, the cement was all in one shipment, and the balance fairly evenly distributed. The ironware consisted mostly of spades and native hoes. All this was transhipped direct from steamer to steamer in Zanzibar.

From *Dar-es-Salaam and Tanga*.—602 packages of general stores, wood, and loads for transport up-country.

From *Zanzibar*.—786 packages at the rate of 60 to 70 a month, running up to 226 in June, of which 50 were cases of beads and 146 bales of piece-goods. A few bales of piece-goods arrived during most months, and the rest were provisions and sundries.

From *Mikindani in May*.—502 bags mtama, 3 to 4 cases of tobacco a month, as also sent from Lindi. Sometimes considerably more than 25 cases have been known to arrive at one time.

From *Germany, April to June*:—

| Articles. | | | | | Quantity. | Value. |
|----------------------------|----|----|----|-------|-----------|---------|
| | | | | | | Rupees. |
| Cotton goods | .. | .. | .. | Bales | 50 | 13,833 |
| Ironware | .. | .. | .. | Ton | 1 | 325 |
| Beads, glassware, crockery | .. | .. | .. | " | † | 718 |
| Beer, wines, spirits | .. | .. | .. | Tons | 2 | 1,864 |

and a certain amount of provisions and sundries.

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|--------------------------------------|----------|------------------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 455 | 62,540 |
| Rope, canvas, gunny, &c. | Tons .. | 7 | 1,172 |
| Paper, &c. | Ton .. | $\frac{1}{2}$ | 375 |
| Iron and ironware | Tons .. | 2 | 1,070 |
| Copper and brassware | Ton .. | $\frac{1}{2}$ | 1,285 |
| Cement, salt, &c. | Tons .. | 38 $\frac{1}{2}$ | 597 |
| Petroleum | Cases .. | 340 | 1,546 |
| Tar, pitch, oils, &c. | Tons .. | 19 $\frac{1}{2}$ | 2,787 |
| Beads, glassware, and crockery | " .. | 8 $\frac{1}{2}$ | 6,412 |
| Wood, and goods made of wood | Ton .. | $\frac{1}{2}$ | 438 |
| Beer, wines, spirits, &c. | Cases .. | 6 | 231 |
| Rice | Bags .. | 570 | 5,778 |
| Grain | " .. | 170 | 1,230 |

and sundries as usual.

From India :—

| Articles. | | Quantity. | Value. |
|----------------------|----------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 145 | 18,787 |
| Rice | Bags .. | 400 | 4,050 |
| Grain, &c. | " .. | 5 | 76 |

From Germany, July to September :—

| Articles. | | Quantity. | Value. |
|--------------------------|----------|-----------------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 38 | 7,630 |
| Ironware | Tons .. | 3 $\frac{1}{2}$ | 1,000 |
| Beer, wines, &c. | Cases .. | 190 | 2,570 |
| Provisions | Ton .. | 1 | 900 |

and a few sundries.

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|-----------------------------------|-------------|----------------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 260 | 45,100 |
| Rope, canvas, gunny, &c. | Tons .. | 2 | 850 |
| Silk and woollen goods .. .. . | .. .. | .. | 3,380 |
| Paper, books, &c. | Ton .. | $\frac{1}{2}$ | 450 |
| Iron bars, wire | Tons .. | 3 | 600 |
| Ironware | " .. | 9 | 2,800 |
| Copper and brassware | " .. | 4 | 1,670 |
| Earthenware, salt, &c. | Ton .. | $\frac{1}{2}$ | 80 |
| Petroleum | Cases .. | 265 | 1,300 |
| Tar, pitch, turpentine, &c. | Tons .. | 7 | 2,250 |
| Beads, glassware, crockery | " .. | $3\frac{1}{2}$ | 5,000 |
| Wood and wooden articles | " .. | $2\frac{1}{2}$ | 1,448 |
| Beer, wines and spirits | Cases .. | 50 | 1,247 |
| Rice | Bags .. | 545 | 5,300 |
| Grain | " .. | 20 | 200 |
| Sugar, &c. | Packages .. | 65 | 1,160 |
| Groceries | Tons .. | $2\frac{1}{2}$ | 2,000 |
| Provisions | " .. | 9 | 3,500 |
| Drugs and paints, &c. | " .. | $2\frac{1}{2}$ | 1,400 |

From India :—

| Articles. | | Quantity. | Value. |
|--|----------|----------------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 430 | 50,000 |
| Rope, canvas, paper | Ton .. | 1 | 421 |
| Ironware | " .. | 1 | 870 |
| Copper, brassware, glass, crockery | " .. | $\frac{1}{2}$ | 756 |
| Rice | Tons .. | 80 | 934 |
| Grain | Bags .. | 12 | 121 |
| Provisions | " .. | $5\frac{1}{2}$ | 4,028 |
| Paints and drugs | Ton .. | $\frac{1}{2}$ | 200 |

and a few packages from other countries.

The mtama from Mikindani in May is not included, as the returns do not show coast trade.

Most of the European and Dar-es-Salaam cargo is for the European houses. Bombay cargo is about equally divided between the Europeans and Indians, and Zanzibar cargo is almost entirely for the Indians, and comes very largely by dhow. That which comes by steamer is about equally divided between the European and Indian community. Very few dhows come with Bombay cargo, except a little rice occasionally. The Indians bring the bulk of their goods from Zanzibar in November to May, to be in readiness for the porters, of whom about 50,000 come and go every year. About 7,000 to 8,000 bags of rice have been imported during each of the last three years, owing to the failure of the crops, but little is imported if the rains come at the proper time. Goods to the value of about 7,00,000 rs. are imported every

year (in addition to the rice) for transport up country to the Lake districts.

Steamers brought from Zanzibar 818 packages in 1898, and during the first nine months of 1899 (exclusive of the steamer "Sultan"), 793 packages.

From Bombay, inclusive of landing charges:—7 rs. 8 a. per bale, 1 r. 10 a. per bag of rice, 1 r. 14 a. to 2 rs. per bag of wheat, dengo, &c., 12 a. per case of ghee, &c. Freights.

From Zanzibar by steamer, exclusive of landing charges:—2 rs. 3 a. to 3 rs. per bale or large case, 8 a. per case of oil or ghee, 12 a. to 1 r. per bag of rice or grain.

Dhow rates are about the same from Zanzibar or Dar-es-Salaam to Lindi, and include landing:—1 r. 4 a. to 1 r. 8 a. per bale, 1 r. 8 a. per large case, 8 a. per bag or case of ghee, 6 a. per case of oil, 6 rs. per 100 bars of iron. Almost all iron goes by dhow.

In 1898 36 passengers went by steamer from Zanzibar to Kilwa, and 47 during the first nine months of 1899. The rates are 35 rs. to Bombay, exclusive of food, and 10 rs. to Zanzibar or Dar-es-Salaam. Passengers.

182 bags of rubber were exported to Germany during July to September, the total value being 42,539 rs. Exports.

To Zanzibar :—

| Articles. | | | | Quantity. | | Value. |
|---------------------------|----|----|----|-----------|-------|---------|
| | | | | | | Rupees. |
| Shells (cowries) | .. | .. | .. | Tons | 25 | 670 |
| Rubber | .. | .. | .. | Bags | 40 | 9,947 |
| Copal | .. | .. | .. | Tons | 8½ | 6,100 |
| Ivory | .. | .. | .. | Lbs. | 1,000 | 5,700 |
| Wood and borites | .. | .. | .. | Tons | 800 | 3,400 |
| Mtama, maize, beans, peas | .. | .. | .. | Bags | 990 | 4,600 |
| Semsem | .. | .. | .. | " | 125 | 1,200 |
| Beeswax | .. | .. | .. | Ton | ½ | 700 |

Altogether about 2,500 to 3,000 bags a year is the usual average for rubber, the bulk of which is bought by the Germans and sent to Hamburg direct. Messrs. Hansing and the Deutsche Ost Afrika Gesellschaft take the larger share between them, and are said to have about 5,00,000 rs. apiece out on loan among the Indians in the shape of piece-goods, for which in return they receive rubber. They take all rubber at 6 rs. per frasila below current market rate to recover their interest on the loan of goods. The same is done in Dar-es-Salaam, and everywhere where rubber is bought.

Sometimes as much as 300 bags are shipped a month, the best time being May to September, after which the quantities fall-off. This year probably only 2,200 bags will be exported, owing to the failure of the rains.

Mtama for the same reason is also short this year, but in spite of the famine it is all exported. About 15,000 bags will probably

be exported this year. Last year only 7,000 bags were sent out of the country, but some years as much as 40,000 bags are exported, the best months being August to October, falling-off a little in November.

Semsem is not expected to exceed 4,000 bags this year, and what there is goes to Dar-es-Salaam and Bagamoyo by dhow. When there is a good crop 12,000 bags may be taken as about an average. June and July are the best months for shipments.

Wax is never exported in any quantity. Copal all goes to Zanzibar by dhow, the best season being May to July, but there is more or less all the year round. About 1,500 to 1,700 frasilas may be taken as an average.

Freights.

To Aden.—Semsem, 1 r. 12 a. per bag by steamer.

To Zanzibar or Dar-es-Salaam.—Rubber and all grain, 12 a. per bag, exclusive of landing charges.

To Zanzibar, Dar-es-Salaam, &c.—By dhow from shore to shore:—Rubber and all grain, 8 a. per bag; gum copal, 4 a. per kerosene case, 40 to 50 lbs. each; gum copal, 8 a. per basket, 80 to 100 lbs. each.

Lindi.

Harbour, &c.

Lindi is 97 miles from Kilwa. The anchorage is in the mouth of the river, opposite the town, but nearer the right bank than the left, as there is a reef running parallel with the shore on the town side, which would probably be nearly dry at low spring tides. At those times there are generally fairly strong currents. There are some small boats by which passengers can be landed.

Landing.

The Deutsche Ost Afrika Gesellschaft, who are agents for the Deutsche Ost Afrika Linie, keep five or six lighters (dhows with small sails) sufficient to ship 2,000 to 3,000 bags a day, taking ashore what cargo there may be on the return trip. They load up in readiness for the arrival of a steamer. There are generally a few other dhows and small boats owned by Indians and natives, who hire them out at 10 rs. per 100 bags from ship to shore. The charges are 4 to 8 a. per case, according to size, and 6 a. per bale. The rates for hamallage to the custom-house are 1 or 2 p. per bag, according to the demand for labour, 3 or 4 p. per bale of Americani, &c., 4 to 5 p. per case, except ghee and oil, which are only 2 p. per case. The supply of hamallis is small, and they can demand higher rates when work is plentiful. Cargo has to be carried a very short distance, as a rule, except when there is a great deal to be landed or shipped in a hurry, when, as the tide recedes some distance, it might have to be carried nearly 100 yards. As the harbour is a closed one there is never any delay through bad weather.

The custom-house, one go-down capable of holding about 2,000 to 3,000 bags, with customs office attached, stands close to the beach. It is, however, not large enough for present requirements. Shippers deliver all cargo in the custom-house to the steamer's agents, who then ship it at the same rates as they land

cargo. The Deutsche Ost Afrika Gesellschaft are therefore building a new go-down to take 4,000 to 5,000 bags, half of which they will retain, the other half going to the Government, to whom the whole will fall in about four years' time.

At present there are no facilities for landing or shipping, but the Deutsche Ost Afrika Gesellschaft have brought out some rails to lay on the slope of the beach, and a travelling jetty about 30 feet long, and level on the top to move up and down the rails according to the state of the tide. When this is erected they will be able to load and unload cargo with greater facility, bringing dhows alongside. It will become the property of the Government about the same time as the shed.

Landing and shipping rates, delivered in custom-house, are :—

| Articles. | | | | Amount. | |
|-------------------|----|----|----------|---------|--------|
| | | | | | Rs. a. |
| Large cases | .. | .. | Each .. | } | 1 0 |
| | | | | | to |
| Ordinary cases | .. | .. | „ .. | } | 1 8 |
| | | | | | 0 8 |
| Bales | .. | .. | „ .. | } | 0 8 |
| | | | | | to |
| Ghee or oil | .. | .. | Per case | .. | 1 0 |
| Soap, small cases | .. | .. | Each .. | .. | 0 6 |
| Bags of all kinds | .. | .. | „ .. | .. | 0 4 |
| | | | | | 0 6 |

In 1898, 5 rs. per ton apparently used to be collected on Bombay cargo, as there is a note to that effect on some of the steamers' manifests.

From Germany, January to September :—

Imports.

| Articles. | | | | Quantity. | Value. |
|----------------------------|----|----|----------|-----------|---------|
| | | | | | Rupees. |
| Cotton goods | .. | .. | Bales .. | 370 | 45,038 |
| Iron bars, wire, &c. | .. | .. | Tons .. | 2½ | 350 |
| „ and copperware | .. | .. | „ .. | 18½ | 5,044 |
| Beer, wines, spirits | .. | .. | Cases .. | 320 | 5,426 |
| Sugar | .. | .. | Bags .. | 38 | 780 |
| Provisions, groceries, &c. | .. | .. | Tons .. | 2½ | 3,240 |

From the United Kingdom.—Only provisions to the value of 1,250 rs.

From Zanzibar:—

| Articles. | | Quantity. | Value. |
|-------------------------------------|----------------|-----------|----------|
| | | | Rupees. |
| Cotton goods | Bales | 930 | 1,56,561 |
| Rope, gunnies, canvas | Tons | 30½ | 6,588 |
| Silk and woollen goods .. .. | .. .. | .. | 9,090 |
| Paper, books, &c. | Tons | 1½ | 1,113 |
| Iron bars, wire, &c. .. .. | .. .. | 11 | 1,900 |
| .. and copperware .. .. | .. .. | 15½ | 8,300 |
| Earthenware, cement, &c. .. .. | .. .. | 252 | 5,820 |
| Petroleum | Cases | 960 | 4,450 |
| Beads, glassware, crockery | Tons | 19 | 12,650 |
| Wood and wooden articles .. .. | .. .. | 1½ | 1,018 |
| Beer, wines, spirits, &c. | Cases | 120 | 1,447 |
| Rice | Bags | 1,650 | 18,531 |
| Grain .. .. | .. .. | 70 | 830 |
| Cocoa-nuts | Tons | 7½ | 419 |
| Vegetable oils, fat, &c. .. .. | .. .. | 16½ | 6,365 |
| Sugar, jogry, &c. | Packages | 430 | 7,246 |
| Provisions, groceries, spices | Tons | 55 | 20,195 |
| Tobacco .. .. | .. .. | 4½ | 3,560 |
| Paints, drugs, &c. .. .. | .. .. | 2½ | 1,980 |
| Sundries .. .. | .. .. | 4½ | 1,119 |

From India:—

| Articles. | | Quantity. | Value. |
|----------------------------------|-------------|-----------|----------|
| | | | Rupees. |
| Cotton goods | Bales | 940 | 1,02,160 |
| Rope, gunnies, &c. | Tons | 9½ | 3,245 |
| Iron bars | Ton | 1 | 190 |
| .. and copperware | Tons | 7½ | 1,707 |
| Earthenware, cement, &c. .. .. | .. .. | 14½ | 834 |
| Transport carts .. .. | .. .. | .. | 3,500 |
| Beads, glassware, crockery | Tons | 4 | 718 |
| Rice | Bags | 965 | 10,076 |
| Grain, &c. .. .. | .. .. | 44 | 1,223 |
| Provisions, groceries .. .. | .. .. | 7½ | 1,725 |

From other Countries:—

| Articles. | | Quantity. | Value. |
|--------------------|-------------|-----------|---------|
| | | | Rupees. |
| Provisions | Tons | 5 | 820 |
| Wines, &c. | Cases | 100 | 3,400 |
| Cotton goods | Bales | 90 | 20,147 |

Most of the bales from Germany came in the month of April, all others being about 20 to 50 bales, except in July when there were none. They are mostly Americani, kaniki, and khangas. The ironware is mostly composed of spades and native hoes, as there is a good deal of cultivation round about. Very little of this item is copper or brass goods. Most of the iron and copperware comes by dhows in January to March, as also the earthenware waterpots.

The greater part of the Indian rice arrives in March and June, the former arriving by dhow, and the June consignment by steamer.

Grain, &c., is small, but apparently some of the articles usually under this heading were included under another which is bracketed with groceries, being general food-stuffs.

The Indian cargo comes almost entirely by steamer except the articles mentioned above, and some rice, but practically the only dhows that come are one or two large ones, chartered by the Deutsche Ost Afrika Gesellschaft.

The great bulk of the cargo comes from Zanzibar by dhow when the wind is favourable, by steamer when contrary; certain goods, such as iron, earthenware, oil, &c., come almost entirely by dhow.

The best months for piece-goods were March, May, and June, when about 120, 120, and 180 bales respectively arrived; January and February were lowest, with about 50 bales each.

Matting and gunny bags also come from Dar-es-Salaam and other coast towns in small lots. A fair quantity are imported for the export of grain, and there must be more than are shown above, being imported for this purpose they are free of duty, and are therefore not included in these statistics. The silk and woollen goods were nearly all imported in April and June. The iron and paper (which includes old newspapers used for packing) nearly all come by dhow in March. The ironware mostly arrived in May. The petroleum is chiefly confined to Zanzibar in fairly regular shipments, but a certain amount comes now and again from Dar-es-Salaam. The greater part of the beads, &c., come in July and September. A good deal of the provisions consumed come from Dar-es-Salaam. The largest quantity of rice comes from Zanzibar in February, March, June and September; September and March being the largest.

Sugar came from Zanzibar in largest quantities in February to June; April being the largest. As this heading included cane, molasses, jogry, &c., it is probable that the bulk of it came by dhow.

The tobacco is chiefly manufactured, as the rough native article is grown in the district and exported.

The following details taken from steamers' manifests show what balance is left for dhows.

From Europe, January to September :—

| Articles. | | | | Quantity. | |
|----------------------------------|----|----|----|-----------|-------|
| Iron bars | .. | .. | .. | Pieces | 1,049 |
| Ironware.. | .. | .. | .. | Bales.. | 1,162 |
| Piece-goods | .. | .. | .. | Cases.. | 373 |
| Provisions, wines, beads, &c. .. | | | | | 562 |

From Bombay :—

| Articles. | | | | | Quantity. |
|-------------|----|----|----|-------------------|-----------|
| Piece-goods | .. | .. | .. | Bales and cases.. | 715 |
| Provisions | .. | .. | .. | Cases and bags.. | 120 |
| Rice | .. | .. | .. | Bags | 640 |

From Zanzibar :—

| Articles. | | | | | Quantity. |
|------------------------|----|----|----|-------------------|-----------|
| Piece-goods | .. | .. | .. | Bales and cases.. | 571 |
| Sundries | .. | .. | .. | Bags and cases.. | 846 |
| Rice, flour, and sugar | .. | .. | .. | Bags | 535 |
| Soap | .. | .. | .. | Bundles.. | 130 |
| Cement | .. | .. | .. | Casks | 50 |
| Galvanised iron.. | .. | .. | .. | Bundles .. | 85 |

From Dar-es-Salaam.—698 packages of sundries.

From Bagamoyo, Tanga, Kilwa, &c.—200 packages of sundries.

The European cargo was almost entirely for the Deutsche Ost Afrika Gesellschaft. The iron bars all came in January, and the ironware, except 112 bundles of spades and hoes, was for the Deutsche Ost Afrika Gesellschaft, and arrived in May.

213 bales of the piece-goods arrived during the months of January to April. About 200 of the cases of sundries may be taken as beads. Of the Bombay piece-goods, nearly 500 arrived in June, July, and August, and 106 in September. The last arrival of rice was in June, when 300 bags were imported. Here, as in other towns, the greater part of all Bombay cargo is for the Indians.

Of the Zanzibar cargo, 426 bales of piece-goods came in varying quantities, from 60 to 100 in February, March, May, June, and August. About 300 of the sundries were oil, of which 111 arrived in May alone; but some more of these may be bales, as the Deutsche Ost Afrika Gesellschaft shipments, which form nearly half the total, are never particularised, but it is probable that most were loads for up-country transport.

April and August were the best months for the remaining cargo. About half may be taken for the Indians, and half for the Deutsche Ost Afrika Gesellschaft.

Of the Dar-es-Salaam cargo, 300 packages were for the Roman Catholic Mission, shipped through the Deutsche Ost Afrika Gesellschaft, 150 were cases of kerosene oil, and the rest mostly provisions, with a few bales of gunnies and piece-goods.

Of the other coast ports, one lot of 55 cases of kerosene oil came from Kilwa, as did also one lot of 24 bundles of galvanised iron. The balance is as under Dar-es-Salaam. These are nearly all on account of the Deutsche Ost Afrika Gesellschaft.

During the whole of 1898 the imports by steamer were as follows :—

From Europe :—

| Articles. | | Quantity. | Of which came in during the Last 3 Months. |
|---------------------------|-------------|-----------|--|
| Cotton goods | Bales.. .. | 1,490 | 141 |
| Provisions, beads, &c. .. | Packages .. | 823 | 243 |
| Iron | Pieces .. | 1,510 | 1,000 |

From Bombay :—

| Articles. | | Quantity. | Of which came in during the Last 3 Months. |
|----------------------|-------------|-----------|--|
| Cotton goods | Bales.. .. | 609 | 417 |
| Rice and grain | Bags | 1,504 | 450 |
| Sundries | Packages .. | 163 | .. |

From Zanzibar :—

| Articles. | | Quantity. | Of which came in during the Last 3 Months. |
|--------------------|-------------|-----------|--|
| Cotton goods | Bales.. .. | 724 | 170 |
| Cement | Casks.. .. | 15 | .. |
| Sundries | Packages .. | 1,254 | 320 |
| Rice | Bags | 314 | .. |

From Dar-es-Salaam.—471 packages of sundries.

From Tanga, Bagamoyo, Kilwa.—167 packages of sundries.

Thus European bales went up in 1899 compared with 1898, as did everything except provisions. Bombay bales increased in 1899, but rice fell off considerably, though the balance is nearly made up from Zanzibar.

Zanzibar shipments increased all round though only slightly as regards bales. Dar-es-Salaam also increased, which probably affected the shipments of provisions, &c., from Germany. Of the 167 packages from Tanga, &c., one lot of 25 bundles of galvanised iron came from Tanga, and 80 tusks of ivory from Mikindani. Most of the European cargo is for the Deutsche Ost Afrika Gesellschaft, which is the sole firm in the town.*

* Most of the ivory apparently gets diverted to the south end of the Lakes.

Freights

From Bombay, by steamer :—

| Articles. | | Value. | |
|---|-----------------|--------|----|
| | | Rs. | a. |
| Cases of all kinds, except oil, ghee .. | Per 40 cub. ft. | 32 | 0 |
| Bales, piece-goods | Each | 6 | 0 |
| Bags of rice | " | 1 | 12 |
| " pepper, and sundry food-stuffs | Per cwt. .. | 2 | 0 |
| Cases of oil or ghee | " | 2 | 0 |
| Bags of flour | " | 2 | 0 |

From Zanzibar :—

| Articles. | | Value. | |
|----------------------------|------------|--------|----|
| | | Rs. | a. |
| Large cases | Each | 4 | 0 |
| Bales | " | 3 | 0 |
| Bags of rice | " | 1 | 0 |
| " flour, pepper, &c. | " | 1 | 4 |
| Cases of ghee | " | 1 | 4 |
| " kerosene | " | 0 | 12 |

From Dar-es-Salaam.—Sometimes a little lower than Zanzibar, but generally the same.

From Zanzibar, Dar-es-Salaam, &c., by dhow :—

| Articles. | | Value. | |
|-----------------------|----------------|--------|----|
| | | Rs. | a. |
| Large cases | Each | 1 | 8 |
| Bales | " | 1 | 4 |
| Bags | " | 0 | 8 |
| Cases of ghee | " | 0 | 8 |
| " oil | " | 0 | 6 |
| Iron bars.. .. . | Per 100 bars.. | 6 | 0 |

Passengers.

There is not much passenger traffic. About 10 to 12 persons go every mail to Zanzibar and the coast ports, and there is hardly any communication with Bombay, perhaps 25 per annum each way. During 1898, 93 passengers came from Zanzibar, and during the first nine months of 1899, 124. Very few are said to go by dhow, except to places close at hand.

The rates are as follows :—

| To— | Amount. |
|-----------------------|---------|
| | Rupees. |
| Bombay | 40 |
| Zanzibar | 15 |
| Dar-es-Salaam | 12 |

and other coast ports in proportion.

For January to August. (September was unobtainable, not being written up.)

To Germany:—

| Articles. | | Quantity. | Value. |
|-------------------------------|--------------|-----------|---------|
| | | | Rupees. |
| Hides and skins .. .. . | .. .. . | .. | 55 |
| Rubber | Bags | 100 | 29,424 |
| Ivory and hippopotami teeth.. | .. .. . | .. | 132 |
| Beeswax | Tons | 4½ | 7,160 |
| Wood .. .. . | .. .. . | 200 | 2,800 |
| Copal | Ton | ½ | 320 |

To the United Kingdom:—

| Articles. | | Quantity. | Value. |
|----------------|--------------|-----------|---------|
| | | | Rupees. |
| Rubber | Bags | 84 | 23,410 |
| Copal .. .. . | .. .. . | .. | 150 |
| Wax | Tons | 5½ | 9,000 |

To Zanzibar:—

| Articles. | | Quantity. | Value. |
|-------------------------------|--------------|-----------|---------|
| | | | Rupees. |
| Material for mats, &c... .. | Tons | 3½ | 250 |
| Hides and skins | Ton | ½ | 178 |
| Tortoise-shell | Lbs. | 95 | 989 |
| Rubber | Bags | 65 | 18,156 |
| Gum copal | Tons | 7½ | 8,900 |
| Ivory and hippopotami teeth.. | Lbs. | 4,127 | 20,300 |
| Wood .. .. . | .. .. . | .. | 6 |
| Mtama, maize, &c. | Bags | 350 | 1,538 |
| Semsem .. .. . | .. .. . | 180 | 2,340 |
| Wax | Tons | 8 | 3,880 |
| Tobacco .. .. . | .. .. . | 21½ | 12,985 |

To India:—

| Articles. | | Quantity. | Value. |
|-----------------------|--------------|-----------|---------|
| | | | Rupees. |
| Mats and hides.. .. . | .. .. . | .. | 68 |
| Mtama | Bags | 280 | 1,256 |

To other Countries:—

| Articles. | | | | Quantity. | Value. |
|-----------------|------------|-----|---------|-----------|--------|
| Wood | Tons | 83½ | Rupees. | 1,000 | |
| Semsem | Bags | 970 | | 9,302 | |
| Tobacco | Ton | 1 | | 601 | |

The rubber to the United Kingdom and Germany was mostly shipped in July and August. The best months are from May to September, and it is seldom retained at the coast, so that there is very little in other months. The rubber to Zanzibar was mostly shipped in June, and the copal in February, but this is too early; the best season being the same as for rubber. Owing to the failure of rain the shipments have fallen-off, and prices have risen 10 to 15 per cent. on those of last year. It all goes by dhows in baskets weighing 40 to 80 lbs.

The wood is of a hard kind, cut in logs about 3 to 4 feet long 6 to 8 inch in diameter. About 300 logs go every month to Germany all the year round. Owing to the drought this year mtama is only obtained in small quantities. The best months are July to October. The crop is short this year, as will be seen by the exports given lower down. Even this amounts to a considerable quantity of which steamers get a large proportion. Semsem in good years is exported in large quantities, chiefly to Suez and Aden. It is said that about 400 bags go every month to the former, what remains goes to Zanzibar and Dar-es-Salaam to be crushed into oil; some also is said to go to Marseilles. Last year's crop was reported to be 10,000 bags, and this would be about a fair average. This year there will hardly be more than 3,000 bags. The best months are usually April or May to August but as in the case of mtama the returns do not seem to bear this out, unless they can be accounted for by the goods being held in stock for some time, which the traders declare not to be the case. Very few ground-nuts are obtained. Wax is exported in fair quantities all the year round, and the greater part of it goes to the United Kingdom and Germany. The export has decreased since the regulations came into force, by which only clean wax may be exported. It is now boiled down in a cauldron, run into moulds, and when cold turned out and packed in gunny in blocks. Tobacco is grown pretty extensively, but the bulk of it goes to Zanzibar, though a few packages also go to Lindi and Dar-es-Salaam. It is packed in cases, bags, and bales of all sizes and weights, up to as much as 350 to 450 lbs.

The bulk of the rubber and about half the mtama is exported by the Deutsche Ost Afrika Gesellschaft, and a good deal of the remainder by two Indians who are the agents of Messrs. Hansing and Müller and Devers. What then remains is shipped independently by Indians. A good deal of the coast traffic is done by dhow.

The following are the exports to Dar-es-Salaam, Tanga, Bagamoyo, and occasionally Kilwa, and others from January to August inclusive. They only go to Bagamoyo in the caravan season from December to June:—

| Articles. | Season. | | Quantity. | Value. |
|---------------|---------------------|---------|-----------|---------|
| | | | | Rupees. |
| Tobacco | January to March .. | Lbs. .. | 860 | 220 |
| | June | " .. | 9,000 | } 3,400 |
| | July | " .. | 1,625 | |
| | August | " .. | 275 | |
| Semsem | January | Bags .. | 9 | 97 |
| | February | " .. | 200 | 2,903 |
| | April | " .. | 320 | 3,470 |
| | May | " .. | 50 | 540 |
| | June | " .. | 20 | 210 |
| | July | " .. | 60 | 650 |
| | August | " .. | 77 | 786 |
| Mtama | January | " .. | 7,350 | 38,000 |
| | February | " .. | 9,320 | 51,570 |
| | March | " .. | 4,930 | 30,448 |
| | April | " .. | 7,260 | 40,480 |
| | May | " .. | 2,160 | 10,533 |
| | June | " .. | 1,870 | 8,364 |
| | July | " .. | 2,500 | 11,200 |
| | August | " .. | 2,550 | 10,964 |
| Maize.. .. | May and July | " .. | 100 | 500 |
| | June and August .. | " .. | 570 | 2,430 |

Freights for Export Cargo.—By steamer not including *Freights*. shipping, which is done by the agents at the same rates as for landing:—

| To— | Articles. | | Amount. |
|-------------------|-----------------------------|-------------|---------|
| | | | Rs. a. |
| London | Rubber and wax | Per cwt. .. | 4 0 |
| Hamburg* | " | " .. | " .. |
| Marseilles* | " | " .. | " .. |
| Bombay | Everything at | Per cwt. .. | 1 0 |
| Suez.. .. | Semsem | " bag .. | 2 0 |
| Aden | Semsem and mtama | " 20 cwts.. | 20 0 |
| Zanzibar | Shells and ivory | " cwt. .. | 4 0 |
| | Rubber | " cwt. .. | 1 4 |
| | Gum copal and tobacco | " cwt. .. | 1 2 |
| | Semsem | " bag .. | 1 0 |
| | Mtama | " | 0 12 |

* Rates unobtainable; probably a little less than to London.

By dhow from shore to shore :—

| Articles. | | | Amount. | |
|-----------|----|------------------------|---------|----|
| | | | Rs. | a. |
| Rubber | .. | Per bag of 140 lbs. | 1 | 0 |
| Ivory | .. | „ frasila of 36 lbs. | 1 | 0 |
| Semsem | .. | „ gisla of 265 lbs. | 1 | 8 |
| Mtama | .. | „ „ 360 lbs. | 1 | 8 |
| Gum | .. | .. | .. | .. |
| Wax | .. | Per frasila of 36 lbs. | 0 | 4 |
| Tobacco | .. | .. | .. | .. |

Lindi and Mikindani are the only two ports on the German coast where the frasila equals 36 lbs. instead of the usual 35 lbs.

Mikindani.

Harbour, &c. Mikindani is about 40 miles from Lindi. The harbour is flask-shaped with a narrow neck for the entrance, and low hills all round except to the eastward. The entrance is buoyed by two spiral buoys on the starboard and two conical on the port side. Two conical and one spiral buoy are almost in line with each other, and with the entrance to the harbour and custom-house, a low building with two small towers at each end. A conspicuous mark at sea is a small white house on a hill a little to the right of the town (proper left) which used to be an old Portuguese fort. The harbour is fairly deep all over, except where a buoy marks a reef between the anchorage and the custom-house. Vessels anchor about $\frac{1}{2}$ mile from the custom-house. There is one go-down standing close to the beach, which is said to be ample accommodation for requirements. It will hold 2,000 bags.

Landing, &c. The Deutsche Ost Afrika Gesellschaft have one large dhow which takes about 400 bags. This as a rule comes alongside loaded, if there is cargo, and takes away the import cargo. If others are required they engage them from an Arab named Mohammed Salaam, who owns six dhows and formerly used to do all the landing. He has generally four of his in harbour, and if telegraphic notice is given two days' beforehand, can, as a rule, manage to have all ready. Each dhow will take from 100 to 150 bags each. His rates are the same as those of the Deutsche Ost Afrika Gesellschaft :—

| Articles. | | | | Amount. | |
|-------------------------|----|----|------------|---------|----|
| | | | | Rs. | a. |
| Large cases | .. | .. | Each .. | 1 | 0 |
| „ bales, gunnies, &c. | .. | .. | „ .. | 1 | 0 |
| Cases of beads, &c. | .. | .. | „ .. | 2 | 0 |
| Bales of Americani | .. | .. | „ .. | 0 | 8 |
| Bags of flour | .. | .. | „ .. | 0 | 6 |
| „ of rice | .. | .. | Per 5 bags | 0 | 4 |
| Cases of oil, ghee, &c. | .. | .. | Per case | 1 | 0 |

From Germany, January to March :—

Imports.

| Articles. | | Quantity. | Value. |
|---|------------------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 85 | 8,463 |
| Silk and woollen goods | .. .. . | .. | 745 |
| Paper, ironware, tobacco, provisions and sundries.. | .. .. . | .. | 217 |

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|----------------------------------|---------------------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 250 | 36,114 |
| Rope, canvas, gunnies | Tons .. | 15 | 2,170 |
| Silk and woollen goods | .. .. . | .. | 1,689 |
| Paper, books, &c. | Ton .. | 1 | 817 |
| Iron wire, bars, &c. | Tons .. | 2 | 357 |
| Ironware | „ .. | 10 | 3,094 |
| Copper and brassware | Ton .. | 1 | 531 |
| Earthenware, cement, salt | Tons .. | 20 | 460 |
| Petroleum | Cases .. | 550 | 2,583 |
| Beads, glassware, &c. | Tons .. | 3½ | 2,033 |
| Wooden goods | .. .. . | .. | 211 |
| Beer, wines, spirits, &c. | Cases .. | 30 | 173 |
| Rice | Bags .. | 435 | 5,022 |
| Grain, &c. | „ .. | 21 | 238 |
| Fat and vegetable oils | Tons .. | 3½ | 1,492 |
| Sugar, jogry | Packages .. | 64 | 1,551 |
| Spices, groceries and provisions | Tons .. | 33½ | 8,280 |
| Tobacco | „ .. | 2 | 618 |
| Paint and drugs | „ .. | 2 | 1,040 |
| Sundries as under Pagamoyo.. | Ton .. | 1 | 920 |

From India :—

| Articles. | | Quantity. | Value. |
|------------------------------------|------------------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 70 | 8,370 |
| Rope, ironware, &c. | Tons .. | 1½ | 330 |
| Material for transport work | „ .. | 8 | 533 |
| Petroleum | Cases .. | 22 | 94 |
| Beads, furniture, oils, provisions | Tons .. | 1½ | 1,250 |

From other Countries :—

| Articles. | | Quantity. | Value. |
|--|----------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 21 | 4,138 |
| Provisions and vegetable oils.. .. | Tons .. | 23 | 1,129 |
| A few cocoa-nuts from Pemba and sundries | .. | .. | 300 |

From Germany, April to June :—

| Articles. | | Quantity. | Value. |
|-------------------------------------|----------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 11 | 2,044 |
| Beads, glassware, beer and wines .. | .. | .. | 296 |

From Zanzibar :—

| Articles. | | Quantity. | Value. |
|--------------------------------------|----------|-----------------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 435 | 65,380 |
| Rope, canvas, gunnies.. .. | Ton .. | $\frac{1}{2}$ | 1,204 |
| Paper, books, &c. | " .. | $\frac{1}{2}$ | 477 |
| Iron, wire | " .. | $\frac{1}{2}$ | 202 |
| Iron and copper, and brassware | " .. | $\frac{1}{2}$ | 960 |
| Earthenware, cement, salt | Tons .. | 5 $\frac{1}{2}$ | 199 |
| Petroleum | Cases .. | 150 | 618 |
| Beads, glassware | Tons .. | 2 $\frac{1}{2}$ | 2,191 |
| Furniture, beer, spirits | Ton .. | $\frac{1}{2}$ | 123 |
| Rice | Bags .. | 655 | 7,604 |
| Grain, &c. | " .. | 22 | 255 |

From India :—

| Articles. | | Quantity. | Value. |
|----------------------|----------|-----------|---------|
| | | | Rupees. |
| Cotton goods | Bales .. | 72 | 8,776 |
| Sundries | Tons .. | 2 | 79 |

The European cargo is imported by the Deutsche Ost Afrika Gesellschaft for one Indian firm, the remainder getting nearly all their goods from Zanzibar.

What comes from Bombay comes both by dhow and steamer, and is mostly for the Deutsche Ost Afrika Gesellschaft. In the south-west monsoon the cargo from Zanzibar comes by steamer and only by dhow when the wind is in the north-east but not when the monsoon blows strong, as the boats would not be able to get back.

The rates of freight from Zanzibar by steamer are, exclusive of landing charges:—Cases, 4 rs. 8 a. each; bales, 4 rs. each; cases of oil, ghee, bags, 1 r. 4 a. each; and by dhow, inclusive of landing, bales and large cases, 1 r. 8 a. to 2 r. 2 a. each; cases of oil, ghee, bags, 8 a. each.

As the best season for imports is from February to July, the steamers get the greater part of the cargo. They brought 934 packages from Zanzibar in 1898, and 998 during the first months of 1899.

The chief imports are rice, 500 to 1,000 bags a year, and in times of famine this rises to 1,500 bags. Flour, sugar, oil, ghee, etc., average about 60 packages per month during the busy season, but less during the remainder of the year.

Piece-goods amount to from 150 to 200 bales during the season, according to the requirements of the Indians.

There are generally five or six passengers both ways to various ports, and when the wind is unfavourable, Arabs and even Swahilis go by steamer. Indians seldom travel by anything else. There is very little communication with Bombay direct. Rates to Dar-es-Salaam and Zanzibar by steamer are 15 rs. and 16 rs. respectively, and 4 rs. by dhow.

To Germany, January to March :—

Exports.

| Articles. | | Quantity. | Value. |
|-------------------------------|------------|-----------|----------------|
| Rubber, and a little ivory .. | Bags | 4 | Rupees. 900 |

To Zanzibar :—

| Articles. | | Quantity. | Value. |
|--------------------------|------------|-----------|----------------|
| Hides | Ton | ½ | Rupees. 174 |
| Tortoise-shell, &c .. .. | .. .. | .. | 1,306 |
| Rubber | Bags | 12 | 2,849 |
| Gum copal | Tons | 2 | 2,375 |
| Ivory .. .. | .. .. | .. | 1,366 |
| Mtama | Bags | 17 | 63 |
| Ground-nuts | " | 3 | 24 |
| Semsem | " | 50 | 476 |
| Oil | Ton | ½ | 744 |
| Tobacco | Tons | 10 | 7,423 |

To other Countries :—

| Articles. | | Quantity. | Value. |
|---------------|------------|-----------|------------------|
| Semsem | Bags | 175 | Rupees. 1,650 |
| Tobacco | Tons | 1½ | 700 |

The semsem and tobacco were exported to Suez and Aden.

The export by steamer in 1898 amounted to 2,034 packages, but only 466 during the first nine months of 1899.

The Deutsche Ost Afrika Gesellschaft export about half of the produce, excepting tobacco and gum. They send the grain chiefly to Dar-es-Salaam, as do the Indians, but the latter send almost all their produce to Zanzibar. When there is a famine in India, as now, mtama goes to Bombay direct. In a good season, 500 to 1,000 bags of mtama will be exported per month from July to October by steamer, and about 100 a month by dhow, but this year it falls far short of this. The season is about June to October.

Rubber, years ago, used to be exported to the extent of about 500 bags a month in the season, but owing to the natives having killed a large number of trees by cutting them down, the export has fallen off to about 40 to 50 bags a month. The natives are now only allowed to tap the trees by incisions some way up, and the export will probably revive considerably in the next five years or so. The drought has affected this product, as it has everything else.

Very little ivory comes in now, for the reason given under Lindi.

About 3,000 to 4,000 lbs. of tobacco in cases, weighing from 100 to 430 lbs., are exported per month to Zanzibar and other ports during the months of March to November.

Wax has fallen off for the same reasons as given under Lindi, and now very little is exported.

40 to 50 baskets of gum copal are exported every month from March to November; it goes almost entirely by dhow. If it is sent by steamer it is packed in kerosene cases.

Semsem is chiefly exported from July to October to the extent of about 1,000 bags a year, but the crop has almost entirely failed this year. When there is any quantity it goes to Suez and Aden.

Mikindani is said to be the most unhealthy port of German East Africa.

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Abstract of a Report, drawn up by the Prussian Finance Minister on Prussian Finances from 1897 to 1899, by Mr. W. S. H. Gastrell, Commercial Attaché to Her Majesty's Embassy at Berlin. Supplemented by a Summary of the Estimates for 1900.

(Received at Foreign Office, January 12, 1900.)

A comprehensive statement of the financial progress of the kingdom of Prussia during the years 1880-97, and with special reference to the period comprised between 1890-97, was drawn up by the Prussian Minister of Finance, Dr. von Miquel, and officially published in June, 1898. An abstract of that statement was made by Mr. Spring Rice and issued by the Foreign Office in that year (Report No. 2157, Annual Series, 1898). The Prussian Minister of Finance has now issued (December, 1899) a "supplementary statement" dealing with this question, of which a short abstract has just been published in the official "Reichsanzeiger." A summary of that abstract is here given in order to bring the data on Prussian finances up to date. The detailed "supplementary statement" will not be made public until submitted to the Landtag in its next Session.

In dealing with the financial statement under review, it is particularly to be noted that, although there has been a considerable increase of the total expenditure in those branches of the revenue, affording surpluses, namely, in 1896-97 of 43,939,400*l.*, and in 1899 of 54,455,500*l.*, as also in the so-called branches of revenue, which show deficits, in 1896-97 of 21,631,500*l.* and in 1899 of 26,863,200*l.*, it has been found possible to obtain further surpluses in the Budget (1897-98 4,963,300*l.*, and 1898-99 4,218,300*l.*) without any changes being made in the laws on taxation or in the actual rates of the taxes levied, as well as to obtain estimates balancing properly for 1899 and 1900. It was in consequence of this favourable state of things that the obligatory amortisation of the public debt, fixed at 1,624,550*l.* for 1896-97, and at 1,945,550*l.* in 1898-99 (by the Law of March 3, 1897), was increased by further sums of 2,544,950*l.* and 1,723,400*l.* for the two years in question, thus making a total payment of 7,838,450*l.* to extinguish the debt. The public debt would have had a further 5,000,000*l.* paid off, had it not been for the fact that in each of these two years a sum of 2,500,000*l.* had to be taken from the surplus in order to devote it to railway improvements.

The interest on the debt was reduced from 12,136,850*l.* in (506)

A 2

Interest on debt.

1896-97 to 11,084,650*l.* in 1898-99, in consequence of amortisations and conversions. For the year 1899, however, the amount of interest payable stands at 11,384,250*l.*, because of a further loan of 6,250,000*l.* (3 per cent. consols), but this amount remains, nevertheless, below that of 1896-97.

Increase in
expenditure
formerly
entirely
covered by
surpluses
from railways.

The increase in expenditure in former years was almost entirely covered by the increased proceeds of the State railways. From 1890-91 to 1896-97 the net surplus rose from 14,911,150*l.* to 23,410,650*l.* or by 8,499,500*l.*; whereas, for the so-called branches of revenue, showing deficits, and to which, therefore, larger grants had to be made, the rise during the same period was only one of 2,004,900*l.*, or from 14,231,850*l.* to 16,236,750*l.*, so that in spite of the rapid proportional increase of the deficits they were amply covered, and more, by the surpluses. But in the years now dealt with, the surplus has not been entirely covered out of the proceeds of the railways. Their earnings have, indeed, greatly increased, as hitherto. In 1896-97 the income of the railways amounted to 55,348,500*l.* For 1897-98 it was estimated at 55,917,750*l.*, but eventually proved to be 59,875,000*l.* For 1898-99 it was estimated at 60,485,850*l.*, but eventually proved to be 63,469,600*l.* For 1899 the sum of 64,298,150*l.* was entered in the estimates, which means an increase of 8,949,650*l.* since 1896-97. The surpluses in the foregoing years were in 1896-97 23,410,650*l.*; in 1897-98, 22,961,400*l.* (estimated at 21,741,000*l.*); in 1898-99, 22,613,800*l.* (estimated at 22,949,050*l.*). In the 1899 estimates it could only be put at 22,480,600*l.*, or at less than that of 1896-97 by 930,050*l.* But this result is not to be wondered at when the enormous and unavoidable increase of the gross expenditure of the railway administration is considered. These expenses were:—

Gross
expenditure
on railways.

GROSS Expenditure on State Railways.

| Years. | | Total Expenditure. | Proportion of Extraordinary Expenditure. |
|------------|----------------------|-----------------------|--|
| | | £ | £ |
| 1896-97 .. | Actual expenses .. | 31,937,850 | 1,847,050 |
| 1897-98 .. | Estimated expenses.. | 34,176,750 | 2,455,400 |
| | Actual expenses .. | 36,913,600 | 2,314,400 |
| 1898-99 .. | Estimated expenses.. | 38,536,800 | 3,841,900 |
| | Actual expenses .. | 40,805,800 | 2,924,000 |
| 1899 .. | Estimated expenses.. | 41,817,550 | 4,069,900 |

It is evident, therefore, that a continual increase of gross receipts from the railways does not necessarily imply an increasing surplus of the revenue from the State lines. The State is not able, like a private company, to adjust freight-rates to compensate for rising wages and better facilities of carriage, for it has to build in parts of the country railway lines which are not so profitable, and it has to increase the number of passenger trains, and to con-

tend with perpetual requests for still lower freight rates and passenger fares.

Had it not been for the continually improving economic development of the other branches of revenue (derived from undertakings worked by the State), with the one exception of the Imperial "Domains," and for the increased yield of the direct and indirect taxes, it would not have been possible to balance the Estimates without large retrenchments in some branches of the expenditure.

The revenue from the "domains" is falling; the surplus in 1896-97 was 999,650*l.*, in 1899 it is estimated at only 890,950*l.* Revenue from domains.

The revenue from the "forests," on the other hand, is much more satisfactory; for 1899 the surplus is estimated at 1,456,800*l.* In the previous two years, however, it had been much larger. Revenue from forests.

The revenue from mines (including salt mines) has increased from 974,000*l.* in 1896-97 to 1,391,700*l.* in 1898-99. Revenue from mines.

The great increase of the proceeds of the direct and indirect taxes is remarkable, and shows how suitable the present taxes are to a general increase of prosperity. Revenue from direct and indirect taxes.

The gross proceeds of the direct taxes rose during the period 1896-97 to 1897-98 from 8,196,700*l.* to 9,224,900*l.*, and the net surpluses were 7,427,700*l.* and 8,434,300*l.* respectively, whereas the expenditure remained almost the same (769,000*l.* and 790,600*l.*).

The indirect taxes gave very similar results, and amounted to :—

| Years. | Gross Receipts. | Gross Expenditure. | Net Surplus. |
|---------------|-----------------|--------------------|--------------|
| | £ | £ | £ |
| 1896-97 | 3,795,850 | 1,554,650 | 2,241,200 |
| 1897-98 | 4,088,900 | 1,657,900 | 2,431,000 |
| 1898-99 | 4,326,700 | 1,666,600 | 2,660,100 |

The increase in the yield of the direct taxes is chiefly due to the greater amounts paid on income tax.

| Years. | Number of Persons. | Number of Companies, Corporate Bodies, &c. | Total. |
|---------------|--------------------|--|-------------|
| 1896-97 | 120,305,978 | 6,774,762 | 127,080,740 |
| 1897-98 | 126,901,359 | 8,053,613 | 134,954,972 |
| 1898-99 | 136,411,925 | 10,326,950 | 146,738,875 |

The "Ergänzungsteuer" (supplementary income tax) brought in—

| Years. | | | | | | Amount. |
|---------|----|----|----|----|----|-----------|
| | | | | | | £ |
| 1896-97 | .. | .. | .. | .. | .. | 1,553,230 |
| 1897-98 | .. | .. | .. | .. | .. | 1,591,674 |
| 1898-99 | .. | .. | .. | .. | .. | 1,570,510 |

The satisfactory increase of the revenue from the direct and indirect taxes is, undoubtedly, due to the improved condition of the taxpayers. In the case of the indirect taxes, the improvement is largely due to the increased yield of the stamp-tax (1,372,042*l.* in 1896-97, 1,588,631*l.* in 1897-98, and 1,724,623*l.* in 1898-99), consequent on a satisfactory development of commerce and traffic and of the economic conditions of the country generally.

Expenditure
on State
administra-
tion.
Ministry of
Education,
&c.

The expenditure for the administration of the State rose during the period 1896-97 to 1899 (Estimates) from 21,631,500*l.* to 26,868,200*l.*, or by 5,236,700*l.*

The largest portion of this increase was under the Ministry of Education, Ecclesiastical Affairs, &c., namely, from 5,527,000*l.* to 6,887,900*l.*, or of 1,360,900*l.*, chiefly for elementary education, of which the ordinary expenditure rose from 3,291,406*l.* to 4,085,000*l.*, principally on account of the raised salaries (Law of 1897) of the various teachers, and of improved pensions, &c. The expenditure of some further 275,000*l.* was necessitated by raising clergymen's salaries (Law of July 2, 1898).

Ministry of
Finance.

The next largest increase of expenditure is under the Ministry of Finance, which, during the period 1896-97 to 1899 (estimates), rose from 4,006,000*l.* to 5,404,700*l.* Here again the increase is largely due to raising the salaries of various Government officials. In the 1899 estimates alone, a sum of about 600,000*l.* is devoted to this purpose. Including that sum, the total yearly amount expended on raising the salaries of Government officials since 1890 has increased by about 4,500,000*l.* The pensions for civil servants of all kinds, as also for widows and orphans, show considerable increases. For the former it has risen from 1,705,000*l.* in 1896-97 (estimates) to 2,125,000*l.* in 1899 (estimates), and for the latter from 580,000*l.* to 775,000*l.*

Ministry of
Justice.

Home Office.

Under the Department of Justice, the increase of ordinary expenditure was from 4,841,250*l.* to 5,287,850*l.* during the same period; and that of the Department for Internal Administration was increased from 2,766,300*l.* to 3,248,050*l.*

Non-
recurring and
extraordinary
expenditure.
On railways.

During this period, here under review, the increase of the non-recurring and extraordinary expenditure was relatively greater than that of the ordinary expenditure.

Under the head of State undertakings, chiefly railways, the extraordinary expenses from 1896-97 to 1899 rose from 2,101,550*l.* to 4,386,900*l.*, or more than doubled, whereas the ordinary expenditure only increased by 28 to 30 per cent. In 1899 the extra-

ordinary expenses for railways were estimated at not less than one-tenth of the ordinary expenses.

The increase of extraordinary expenditure, under the general administration of the State, was not so large proportionally, being a rise of from 1,535,250*l.* to 2,461,400*l.*, or of about 60 per cent., as compared with one of about 24 per cent. for the ordinary expenditure.

On general State administration.

Here again the increase is chiefly under the heads of educational, ecclesiastical, &c., matters. Of the 2,211,274*l.* expended from 1896-97 to 1899 for these purposes, 520,000*l.* fell to elementary education, some 600,000*l.* was expended on the universities, and the sum of 465,000*l.* was devoted to science and art.

On education.

A sum of 3,705,750*l.*, during the same period, figures under extraordinary expenditure for public works, of which some 1,300,000*l.* fell to improvement of inland water communications, and 1,100,000*l.* to seaports and shipping purposes. 1,300,000*l.* was expended on the construction of roads, bridges, &c.

On public works.

In the period 1890-91 to 1899 the extraordinary expenditure on public works has been not less than 7,669,500*l.* Besides this, 7,825,000*l.* during those years were raised by means of loans for the construction of waterways under special laws.

Extraordinary expenditure on waterways, public works, &c., since 1890-91. On agriculture.

The extraordinary expenditure on agricultural objects (including breeding) was, from 1896-97 to 1899, 875,250*l.* By the Law of June 8, 1897, the credit allowed for the furthering of the erection of agricultural storehouses for grain was raised from 150,000*l.* to 250,000*l.*; and by the Law of April 20, 1898, the working capital granted to the "Central Genossenschaft" was raised from 1,000,000*l.* to 2,500,000*l.*

Of the 500,000*l.* available by the Laws of August 13, 1895, and of July 2, 1898, for the improvement of the dwellings of workmen in State employment and of small officials in the mining districts, 63,750*l.* has been expended, and for those of workmen on the State railways, 275,000*l.* The number of houses erected by this fund is 60 in the mining districts, containing 196 sets of lodgings; and besides this, 19,225*l.* in building loans, bearing interest, have been granted to the workmen themselves. On the railways, from 1896-98, there were built altogether 1,500 sets of lodgings (some not yet quite finished), and over 100,000*l.* was similarly granted as building loans to railway employés. In the year 1899 a further 250,000*l.* was granted for this purpose, and will be principally devoted also to benefit workmen on the railways. But the care of the State for workmen's dwellings does not stop here. For considerable sums have for years been allotted for the purpose of building dwellings for workmen in other callings (customs, &c.), which are then leased to employés at a low rent; and this system will be carried on further. The estimates for 1899 included a sum of 100,000*l.* for such purposes, those of 1900 contains one of 42,978*l.*

On improvement of workmen's dwellings.

According to the figures furnished by this report, the present financial position of Prussia must be considered satisfactory.

Report shows satisfactory financial condition of Prussia.

In the estimates for 1899, the interest on debt was

Net surplus
per head of
population.

11,195,000*l.*, leaving a remainder of 18,740,000*l.* of net revenue out of the total revenues from State undertakings (domains, forests, mines, &c., and railways), of 29,935,000*l.* Per head of population there results for Prussia a surplus out of the State revenues of 11 m. 76 pf. (11*s.* 9*d.*).

SUPPLEMENT.

Prussian Estimates for 1900.

The following is a précis of the most important parts of the statement made by the Prussian Minister of Finance, Dr. von Miquel, to the Prussian House of Deputies, on the Estimates for 1900. on their re-assembling on January 10.

"The first Budget of the new century is, in most respects, similar to that of the past financial year, and it is based on the same principles as have been usual in former years. The receipts have been most carefully estimated, because it is not probable that there will be such increases as recently during the next few years.

"The revenue and expenditure are balanced at 123,613,300*l.* The increase of revenue, as compared with the previous year, is put at 7,299,050*l.* On the expenditure side, 8,320,450*l.* fall under extraordinary expenses as compared with 6,975,400*l.* in the previous year, of which the greater part comes, of course, under the head of undertakings worked by the State. The extraordinary expenditure forms now not less than 6½ per cent. of the whole State expenditure. But the extraordinary expenditure has also risen considerably under the head of Administration of the State. The increase of the ordinary expenditure is partly explained by the fact that the total cost of the improvement in the salaries of Government officials disappears from the estimates for the Ministry of Finance and is distributed under each separate Department.

"The results of the financial year from April 1, 1898, to the same date in 1899 gave a surplus of 4,218,250*l.*, to which the forests contributed 638,650*l.*, the direct taxes 693,500*l.*, the indirect taxes 566,950*l.*, the State mines 607,200*l.*, and the railways 451,950*l.* The general financial administration shows an increase of 972,500*l.* (in consequence of increased sums from the account with the Empire). On the other side are to be found a number of items of increased expenditure, and especially one of 2,500,000*l.* devoted to the State railways."

"As regards the probable surplus of 1899 (April 1, 1899, to April 1, 1900), it must be given with due reserve, as three months have still to elapse; but it will be more or less the same as for the previous financial year. It is now estimated that it will amount to about 4,250,000*l.* The increased yield over the estimates are expected to be the following: for forests, 650,000*l.*; for direct

taxes, 750,000*l.*; for indirect taxes, 450,000*l.*; for mines, 700,000*l.*; and for railways, 650,000*l.* And, in the account with the Empire, there will also be a surplus. These surpluses for the financial years 1898 and 1899 are not as large as those in former years; but they are accounted for by the permanent and large increased ordinary expenditure, especially in the direction of raised salaries of Government officials. The development of the Prussian finances, therefore, in the past two years rests upon the same favourable basis as formerly.

"And now to return to the estimates for 1900, and to the different branches of revenue, it is first to be noted that the enterprises worked by the State are estimated to bring in 5,900,000*l.* more than in the previous year, as against an increased expenditure of 4,450,000*l.*, so that in the Budget of ordinary revenue and expenditure there will be a balance over of 1,450,000*l.* The extraordinary expenditure will require 314,500*l.* more, leaving a net surplus of 1,135,500*l.* to the good. In the coming year the railways will not contribute to this surplus, for their increased expenditure, especially the extraordinary expenditure, has risen so much that it will exceed their increased receipts.

"It is only under the head of domains, out of all the State enterprises, that will bring in a smaller revenue. The forests will yield 200,000*l.* more altogether.

"Under direct taxes the increase is put at 750,000*l.*, as against an increased expenditure of only 2,150*l.* The income tax is estimated to yield 700,000*l.*, and the supplementary income tax* 50,000*l.* more, which shows the suitable character of the present system of taxation.

"It will be of interest to note here that if one capitalises the increased yield of the 'supplementary income tax' from 1897 to 1899, it shows an increase in value of those properties, assessed under this tax, of some 225,000,000*l.*; and it must be remembered that all property under 300*l.* in value is free of this tax.

"The increased revenue under the head of indirect taxes is put at 190,000*l.*, and that of the mines at 150,000*l.*

"Under State railways, the traffic receipts are, in the course of two years, estimated to yield 8 per cent. more than before. The increased revenue therefrom will be about 3,900,000*l.*, but the increased payments, under ordinary expenditure, will be 3,650,000*l.*, so that there remains of the increased receipts a balance of perhaps 250,000*l.* only. But the extraordinary expenditure is put down at 4,340,000*l.*, or at about 2,720,000*l.* more than for the financial year 1899. So that for the State railways there will be a deficit under these two heads of increased revenue and increased expenditure. But many of these expenses should be looked upon as a sort of reserve fund, and they consist of exceptional sums necessitated by the sudden and immense increase of traffic.

* So-called "Ergänzungsteuer" is a "supplementary income tax" designed to make up the loss to the State of the taxes surrendered to the Communes. It is assessed on capital (debts are deducted), and includes lands, mines, trading capital, and personal property (except such as is not destined to bring in an income such as house-fittings, pictures, &c.).

1,000,000*l.* more has also been allowed for railway employ  s, with part of which 5,000 new posts are to be created. Under the head of public debt, the ordinary expenditure is increased by 199,400*l.*, the extraordinary by 9,800*l.* About 150,000*l.* are required for the interest on the 3 per cent. loan of last year (1899).

"A retrospect of the public debt in the last 10 years will be of interest here. Since 1890-91, 21,850,000*l.* of debt have been paid off out of surpluses. The regular amortisations found in the budgets, and therefore taken from current revenue, amount to 18,150,000*l.* So that, altogether, 40,000,000*l.* have been paid off. But of this only about 25,850,000*l.* can be considered as expended in properly paying off public debt, for large sums, included above, were applied to the development of the railways and to pay deficits in the years 1891 to 1894. In the same period new loans to the amount of 45,350,000*l.* have been contracted, in which is not included the conversion of the railway debentures into Government stocks. Of the above sum, 36,700,000*l.* was for railways, and the rest for other more or less productive purposes."

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REPORT ON THE
ECONOMIC POSITION OF THE
GERMAN EMPIRE IN 1900.

*Presented to both Houses of Parliament by Command of Her Majesty,
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*Report on the Economic Position of the German Empire in 1900 by
Mr. Gastrell, Commercial Attaché to Her Majesty's Embassy at
Berlin.*

(Received at Foreign Office, March 20, 1900.)

PART I.—*General Considerations.*

At the opening of what has, in Germany, been officially declared to be the 20th century, foreign Statesmen will do well to consider attentively both the remarkable position in Europe already attained by the German Empire in 1900, and the still more prominent part that it will assuredly play on the world's stage in the near future. Important position of German Empire in 1900.

Undoubtedly, Germany has yet to fulfil its destiny as a great "World Power," a "rôle" for which it has long been gradually qualifying itself with much characteristic energy and foresight, and which it was inevitable that it should some day assume from the moment when it was made manifest, that the national characteristic of "thoroughness" in every branch of public and private enterprise had brought the general knowledge and capacity of the people up to the high standard required for the evolution of a great industrial and commercial nation. From the Franco-Prussian war of 1870, there emerged a close political unity of German States which, when grafted on to the former somewhat limited union for customs purposes, became not only a political but also a commercial unit of great strength and possibilities on the Continent under the name of the German Empire. Its position as a powerful and united territorial nation was thus initiated in 1871, since when its strength has rapidly grown year by year in every possible direction. The German Empire, as a Continental Great Power, has now far surpassed the expectations of its founders 30 years ago. Who can say how far the next three decades may not fulfil the present national aspirations of becoming a future "World Power," by which is meant the acquisition of the status of a great Naval and Colonial Power in the whole world in addition to

the position of the leading territorial Great Power already obtained in Europe? "Imperial unity" was the cry of 1871; "Imperial expansion" is the watchword of 1900.

In industrial and commercial matters, the first 20 years of the existence of the German Empire, from 1871 to 1890, were devoted to the elementary education of its people; the following 10 years, 1891 to 1900, have been spent on their higher education, and the 20th century sees in them a body of men, each an expert in his own trade or profession.

Trade is now the chief basis on which Germany's strength rests.

The bases on which Germany's power stands are primarily its trade, and, in a minor degree, its agricultural resources. It depends, therefore, principally on the state of the national industries and of German commerce, and then on the condition of the landed interests, the prosperity of all of which can be fairly accurately gauged by the financial condition of the country in late years. It is for this reason that the finances, both of the Empire as a whole and of Prussia separately (as the predominant State in the Federation), are here dealt with in their main outlines since 1872 (the year after the foundation of the Empire), so that a reliable record of national prosperity in Germany may be given. In the retrospective summary of the national finances presented here will be found a faithful reflection of the rapid economic development of the effective resources of the nation.

Relative populations and their growth; Germany, United Kingdom and France.

The population of the German Empire to-day must be about 56,000,000, or about 15,000,000 more than in 1871. Emigration takes but few persons out of the country now that the demand for labour can hardly be supplied even with an increased immigration, especially intended to replace those labourers employed in agricultural pursuits who are now attracted to the more remunerative industrial districts. The population of Germany to-day is, therefore, probably larger than that of the United Kingdom by some 15,000,000, and greater than that of France by about 17,000,000. And, in view of the possibilities of future economic expansion, it is well to note that in the three leading industrial countries of Europe, the yearly increase of the population accruing from the mere excess of births over deaths is, approximately, 850,000 in Germany, 450,000 in the United Kingdom, and only 35,000 in France.

Development of Germany's trade.

As the trade of the Empire supplies the sinews of the financial resources, it is indispensable to give here an idea of the development of German trade. Prince Bismarck, who, during his long term of office, supplemented his political work of consolidating the Empire by preparing the way for a great industrial and commercial prosperity in the newly-united and regenerated Germany, considered that a powerful incentive in trade matters, generally, would be given by the adoption of a gold standard, which scheme was carried out and came into force, in its complete form, on January 1, 1876. This change was, undoubtedly, far-reaching in its effects on commerce, and enabled Germans to utilise their credit facilities to an extent unknown before, as also to be far more independent of England in money matters. It was easy for Germany to start a

gold currency in those years, as the necessary funds were conveniently available out of the immense French war indemnity.

No exact comparisons of commerce in 1872 and 1900 can be made, as there have been several breaks in the continuity of statistics; but the volume of commerce has gone on increasing rapidly, as may be judged from the following figures for "special" trade (*i.e.*, of imports for home consumption and of exports of domestic produce). In 1872 the total amounted to 279,000,000*l.*,* consisting of 163,000,000*l.* for "special" imports, and 116,000,000*l.* for "special" exports. In 1890 it had reached 374,000,000*l.*, or 208,000,000*l.* for imports, and 166,000,000*l.* for exports. For 1899 the figures are (temporarily calculated on the 1898 values) a total of 459,421,500*l.*, being 259,850,500*l.* for imports, and 199,571,000*l.* for exports. The increase in the total value for the past two years has been nearly 18,000,000*l.* for exports† of domestic produce, and about 26,000,000*l.* for imports† for home consumption. The value of the exports of German produce in 1899 exceeded that of 1898 by 11,742,700*l.*, and was, in the former year, only less than that of similar exports from the United Kingdom by 65,089,000*l.*

The development of the country's industries during the same period is a subject that cannot be entered into here. But it is characteristic of the general prosperity to note that the quantity and value of the imported raw materials for local manufacture are yearly increasing, and that, at the same time, the quantity and value of exported manufactured articles is also steadily rising from year to year.

Before turning to the actual financial development as the gauge of national prosperity, it seems necessary to mention the extraordinary growth of German maritime interests. A recent official calculation states that at least 70 per cent. of all German commerce is now carried by sea. Moreover, in actual tonnage, German shipping now stands second in the world, with 1,594,596 tons, and its steam tonnage in 1899 was about 10 times as great as that of 1872. During the last 25 years the relative proportion of the mercantile marine of Germany to that of the whole world has risen from about 5 to over 8 per cent.

In considering the rapid progress of national wealth and the possibility of its continuance in the future, one asks if there are any obstacles likely to retard its development. One great impediment would certainly appear to be the labour problem. Every year the demand is louder for workmen in the industrial districts; wages are steadily rising; and the agricultural districts are daily

Growth of
German
maritime
interests.

Possible
obstacles to
further
rapid
economic
development.

* Throughout this Report all conversions to sterling have been made at the rate of 20 marks to the *l.*

† The sum of total "special" exports lately have been 181,748,750*l.* in 1897 and 187,828,800*l.* in 1898. The excess over the immediately preceding year was 6,079,550*l.* in 1898 and 11,742,700*l.* in 1899. Total "special" imports were 234,034,850*l.* in 1897 and 254,032,300*l.* in 1898. The excess over the preceding year was 19,997,450*l.* in 1898 and 5,818,200*l.* in 1899.

more and more depleted of their labourers by the continual growth of the better-paid industries. How this excess of demand over supply is to be met in Germany in the future is an interesting question. Emigration has dwindled down to a low figure; 20 years ago it averaged 200,000 a year, and 10 years ago, 100,000. And the excess of births over deaths, which will soon be 1,000,000 a year, will not suffice to supply the growing deficiency. The problem seems incapable of satisfactory solution, except by future extended immigration, as already takes place to a large extent.

Another circumstance that will materially affect future progress is the extent to which the German Government succeeds in further opening up foreign markets to their growing export trade. With the industrial expansion of the country came the necessity of a change in commercial policy. Prince Bismarck originally favoured so-called "free trade" principles, which implied real free trade only between the States of the "Zollverein," and a greatly facilitated commerce with foreign nations by mutual tariff concessions effected by treaties. After the foundation of the German Empire he pushed these principles still further, and, in 1873, suggested that the number of dutiable imports should be limited to 10 to 15. In 1877 he obtained the suspension of the duties on imported iron, and thereby brought "free trade" principles to the highest point ever reached in Germany. But, in 1878, Prince Bismarck announced to the Bundesrath an intended complete change in customs policy, which, he said, would for the future be directed to fostering German products by protective duties on nearly all imports, but which would also admit, free of duty, all raw materials necessary to the home industries. This newly adopted principle was called the "autonomous" system, and it has been in force ever since. The object was, of course, to exclude foreign competition, which was pressing heavily on both agriculture and industries in Germany. The customs tariff of 1879 was characterised by an increase of the existing duties and by the introduction of new protective duties in the interests of agriculture and industrial products.

Finally, there is a third factor that will, undoubtedly, seriously influence future expansion; and that is the want of available capital which has already arisen, to a considerable extent, in consequence of the recent prosperity of German industries and commerce which have absorbed such large sums, and which, nevertheless, continue to require still further investments. That there is already a tightness in the money-market is shown by the abnormally high Imperial Bank rate recently; and, in the next few years, the demand for capital will be far greater still with the prospective large loans that the Imperial Government will be wanting for the project of an increased Navy, and that the Prussian Government will be requiring for the projected Midland Canal. The stringency of the money-market is, therefore, likely to become more acute in the near future, not only on account of the probable demands upon it for Government purposes, but also

in consequence of the increasing drain due to the requirements of a normal development of industry and commerce.

In 1891 a series of commercial treaties was made by the Empire with Belgium, Italy, Austria-Hungary, and Switzerland, the main object of which was to secure from abroad the necessities of life for the people (chiefly foodstuffs) and the raw materials required for the home industries as cheaply as possible; and, in return for this, foreign markets were secured for certain classes of German exports. Later treaties of the same class were those with Servia in 1892, and with Roumania in 1893, and with Russia in 1894. These seven tariff treaties still govern the whole customs policy of Germany, they will all expire on December 31, 1903, by which date almost all the other commercial treaties with foreign countries could also be made to terminate by giving due notice. The German Government are, therefore, now devoting their efforts to ascertain how they can best remodel their tariff so as to secure still wider fields for their expanding exportation. Much of their material progress in the new century will depend on their success in this direction.

The German Empire consists of 25 separate States, and of the "Reichsland" of Alsace-Lorraine, all having budgets of their own. If to the Prussian ordinary revenue of 123,613,300*l.* for 1900 there be added some 60,799,000*l.* for all the remaining Federated States,* the resulting total of 184,412,000*l.* will probably not be far from the approximate total ordinary revenue of all the German States jointly in 1900. To this estimated total must be added the joint revenue, accruing from such receipts as are paid into the Imperial Exchequer, for the maintenance of the Empire, and which have not already appeared in the budgets of the States as part of their own separate revenue.† This amounts to 46,920,438*l.* in the 1900 Imperial Estimates, and would bring the whole effective Government revenue of the Empire and of the States jointly, to 224,033,000*l.* at the present time. Similarly the whole Debt of Germany may be, roughly, estimated at 644,508,000*l.*; consisting of 329,584,000*l.* of Prussian debt (1900 estimates), *plus* 200,000,000*l.* for the debt of the remaining States, *plus* 114,924,000*l.* of the separate debt of the Empire.

The German Empire, in its international position, must be looked upon as a potential factor carrying behind it an ordinary revenue of, more or less, 224,000,000*l.* in 1900, a sum which is nearly twice as large as the present revenue of the United Kingdom. This comparison will perhaps afford an instructive comment on the economic power and important position of the German Empire. But, in making this comparison, it must be kept in mind that a very large portion of the total revenue of Germany, as a whole, is derived from State railways, a form of paying

* See Annex No. 7 for explanation of these sums.

† That is the total Imperial revenue of 98,956,757*l.*, after deducting the sum of 25,700,000*l.* for the "assessed taxes" under "customs and excise" (Item I.) and the whole of the "matricular contributions" (Item XII.) in the budget of the Empire, which see, and Notes of explanation, Annex No. 1.

Government property unknown in the United Kingdom. If, therefore, the probable amount of railway revenue, enjoyed by all the States in Germany in 1900, namely, about 94,700,000*l.*, be deducted, we arrive at a net remaining ordinary revenue of some 129,300,000*l.* as against a possible 116,900,000*l.* for the United Kingdom (as recently estimated by the Chancellor of the Exchequer on the existing basis of taxation, without the projected new war taxes). The total ordinary revenue of Russia and France, in their Estimates for 1900, stand at 169,547,000*l.* and 138,709,000*l.* respectively. But, here, in order to effect a comparison with the estimated British revenue for 1900, namely, of 116,900,000*l.*, and with the probable German revenue of 129,300,000*l.* (without revenue from railways), the proceeds accruing to the Russian and French Governments from that part of the railways belonging to the State must be deducted. This leaves a net ordinary revenue of about 129,547,000*l.* for Russia and of some 136,731,000*l.* for France. The manner in which all the above sums are arrived at is fully set out in Annex No. 8.

The cost of the new Naval Programme* if passed by the Reichstag would necessitate the expenditure of 93,050,000*l.* during the next 16 years, of which 54,594,000*l.* are to come out of the ordinary revenue and the remainder out of loans. The above sum is destined for the construction and armament of new ships and for certain harbours and dockyards; there would be, in addition, the entire current expenditure for the maintenance of this vastly increased German navy.

PART II.—A. *German Empire.*

Development
of German
finances
since the
foundation
of the
Empire,
1872 to
1900.

We now come to the consideration of the actual financial resources of Germany from 1872 to 1900 as an accurate means of appreciating the general growth of prosperity.

It has been necessary, for the sake of a concise statement, to confine this retrospect to the salient points only of the general financial situation and to limit comparisons, over the 30 years of the existence of the Empire, to the following four years, to 1872 (the first completed year after the founding of the Empire), to 1880 and 1890 (as middle points of comparison), and to 1900.

The financial
relations of
the Empire
and the
Federated
States.

In dealing with the finances of Germany as a whole, there are two categories of financial figures to study—(1) those of the Empire, and (2) those of the separate Federated States which collectively form the German Empire. Of the latter only Prussia is dealt with in detail here. All these States, it must be remembered, have sources of revenue and debt of their own, and they have also their separate budgets.

* See Annex No. 6 for full account of new Naval Bill.

The financial relations of the Empire and States are, briefly, the following:—The Empire, as authorised by its Constitution, entirely controls foreign affairs and the navy. The cost of the army appears in the Imperial Estimates, but under three heads—(1) Prussia and the States administered by her from a military point of view; (2) Saxony; and (3) Wurtemberg. The estimates for these three are voted by the Reichstag in Berlin; while, for Bavaria, they are drawn up in Munich, but the mode of expenditure is left entirely to her, though the totals also appear in the Imperial Budget. The Empire further administers almost entirely the postal and telegraph services (except in Bavaria and Wurtemberg). In other departments the general administration is in the hands of the officials of the separate States, but, for the sake of uniformity, some central institutions belong to the Empire, such as the Imperial Workmen's Insurance Office and the Imperial Railway Office.

The financial resources of the Empire consist of customs duties, tobacco tax, sugar, salt, and spirit taxes, beer tax (which is not shared by the South German States), stamp duties of various kinds, and of statistical fees. Then there are the three paying properties—the posts and telegraphs, the railways (in Alsace-Lorraine), and the printing office. Bavaria and Wurtemberg do not receive any share of the revenue from the posts and telegraphs, nor do they contribute to their cost, as they have separate systems of their own. Out of the revenue derived from the customs duties and the tobacco tax, 6,500,000*l.* goes direct to the Imperial Exchequer, and the remainder is assigned to the Federated States, who return it to the Empire, more or less,* in the form of "Matricular Contributions." The proceeds of stamp taxes (except those on playing cards and on bills of exchange) and of the excise on spirit are applied in a similar manner as assignments to meet the contributions of the States to the cost of the maintenance of the Empire.

The German Empire had an exceptionally favourable start; it owed much of its initial prosperity to the sound financial basis on which it was placed by the receipt of the French war indemnity of 200,000,000*l.* This indemnity was paid during the years 1871 to 1874, with the interest agreed upon. With certain further sums due from other sources, such as the contribution of the city of Paris and special taxes in France, and, after paying 13,000,000*l.* to the French Government on account of the railways in Alsace-Lorraine, the total sum available, with interest up to 1877, was 210,354,820*l.* All the expenses for the war were repaid out of this indemnity. Some 28,000,000*l.* went to establish the "Reichsinvalidenfonds" (a fund out of which pensions are granted to old soldiers); 16,000,000*l.* were expended on reorganising the army; 10,800,000*l.* were applied to alterations in and to arming German fortresses; 8,580,000*l.* went to building strategic railways in Alsace-Lorraine; 6,495,000*l.* were expended on restoring and

Imperial
finances in
1872, and the
French war
indemnity.

* For explanation of this, see Annex 3.

arming fortresses in Alsace-Lorraine; and 6,000,000*l.* were stored in gold as an Imperial war treasure for use in case of emergencies.

So that by 1877 the debt of the former North German Confederation was practically paid off, and the debt of the new Empire only amounted to 800,000*l.*

Comparison
of the 1872
Budget with
the Estimates
for 1900.

A comparison of the finances in 1872 (final Budget) and 1900 (Estimates) is presented in Annex No. 1 to this Report, which shows the development of the Empire's financial resources in the course of the past 29 years and its corresponding expenditure. Analytical tables of the progress of the finances of the Empire are submitted in Annex No. 2, which show the features of interest in the past and present financial situation.

The form of the Estimates has, it is to be noticed, been modified in 1900 so as to include on both sides of the account the gross receipts and the total expenditure of the three paying properties of the Empire (*i.e.*, the posts and telegraphs, Imperial railways, and printing office), which change now brings German budgets into line with English budgets, thus enabling correct comparisons, after deducting from both revenue and expenditure a large sum, not really an effective item either of revenue or of expenditure, but which since 1879 has been entered in the German Imperial budgets merely for convenience of account, and which unduly magnifies the totals on both sides by over 25,000,000*l.* in 1900.*

Development
of revenue
and public
debt, 1872
to 1900.

After making allowance for the above-mentioned rectification for 1900, the total ordinary revenue of the Empire rose from 20,894,694*l.* in 1872 to 28,181,000*l.* in 1880, to 50,180,000*l.* in 1890, and to 73,256,557*l.* in 1900, an increase of 52,361,863*l.* in 29 years. The financial resources, therefore, rose by about 250 per cent. Meanwhile the growth of the Imperial public debt must be traced during the same period. In 1872 there was no Imperial public debt, properly so-called; but the Empire, as the legal successor to the North German Confederation, had to take over its existing debt of about 13,000,000*l.* This was soon paid off, almost entirely out of the French war indemnity. That sum, therefore, does not figure in the analytical table† of the debt of the German Empire. The first real Imperial loan was in 1875 for 800,000*l.* In 1880 the debt of the Empire had risen to 10,902,000*l.* (interest thereon 436,000*l.* yearly), and in 1890 to 55,899,000*l.* (interest thereon 2,068,000*l.*); and now, in 1900, it stands at 114,924,000*l.* (interest thereon 3,757,000*l.*). Out of the whole amount contracted up to the present time, 73,865,000*l.* has been for the army, 17,912,000*l.* for the navy, 6,587,000*l.* for various Imperial railways; and 5,245,000*l.* for the Kaiser Wilhelm Canal. These four items of expenditure make up over 103,000,000*l.*, which may be said to have been practically expended on the defences of the Empire.

* See Note 3 to "Explanatory Notes" in Annex 1.

† See Table 5, Annex 2.

It is to be remarked that a real amortisation of public debt of the Empire has not yet ever taken place. But occasionally, under certain special laws, a part of specified surpluses from the "assigned taxes" are applied,* as far as they go, to reduce the amount of new loans sanctioned for Imperial objects. The total amount, therefore, of authorised credits, granted by the Reichstag, are merely reduced by the sums thus made available. Altogether 7,145,000L.† have been so used from 1895 to 1898. This system forms a peculiar kind of sinking fund; it might be better described as a mere cancellation, not of actual, but of authorised future emissions of State obligations (credits).

There is, therefore, in 1900 an effective revenue of 73,256,557L., Budget out of which only 3,757,000L. or some 5 per cent. are paid in interest on Imperial public debt, leaving 69,499,557L. for expenditure. The actual surpluses of total ordinary revenue in the past 10 years are shown in a table in the appendix.‡ It will there be seen that, from 1896 to 1899, the surplus yield of the actual budget over the estimates for revenue paid directly into the Imperial Exchequer, has averaged over 1,400,000L. a year. And in the same four years, the excess of the separate Imperial revenue from the "assigned" customs and excise taxes paid to the Federated States over the estimated receipts, has been respectively 3,854,000L., 3,327,000L., 3,432,000L., and 1,779,000L. Therefore, the total yearly increased revenue from both branches of the Imperial resources over the estimates, from 1896 to 1899, has been respectively 5,277,000L., 4,594,000L., 4,960,000L., and 3,190,000L. Budget surpluses in recent years.

The improvement in the financial situation is to be found chiefly in the increased yield of the following branches of revenue. § of chief branches of revenue.

(1) The customs duties, which rose from 4,744,000L. in 1872 to 23,661,000L. in 1900, an increase of 18,917,000L. or of nearly 402 per cent. (2) The excise taxes, which rose from 3,458,000L. in 1872 to 15,825,000L. in 1900, an increase of 12,367,000L. or of about 354 per cent. (3) The (gross) receipts from posts and telegraphs, which rose from 4,998,000L. in 1872 to 19,673,000L. in 1900, an increase of 14,675,000L. or of about 294 per cent. (4) The stamp taxes which rose from 254,000L. in 1872 to 3,277,000L. in 1900, an increase of 3,023,000L. (5) The administration of the Imperial railways in Alsace-Lorraine, which rose from 1,260,000L. in 1872 to 4,309,000L. in 1900. Out of this growth of receipts under customs, excise, and stamp taxes, it is impossible to calculate what part is due to the natural

* When the "assigned taxes" exceed the matricular contribution, a fixed portion of the surplus goes to the States and the remainder to the Empire for cancelling debt or to meet the expenses of the extraordinary budget.

† In 1895, 650,000L.; in 1896, 2,500,000L.; in 1897, 1,875,000L.; in 1898, 2,120,000L.; total, 7,145,000L.

‡ See Table 2, Annex 2.

§ See Table 3, Annex 2.

development of industries and commerce and what part is the direct result of new taxation as also of alterations in the customs tariff.

Turning now to the expenditure of the Empire,* we find a corresponding rapid growth of expenses with the increase of the general wealth of the country. The ordinary expenditure rose from 22,200,000*l.* in 1872 to 28,555,000*l.* in 1880, to 40,836,000*l.* in 1890, and to 63,451,000*l.* in 1900, an increase of 41,251,000*l.* in the 29 years or of about 180 per cent. The largest developments of expenditure were under the following heads:—(1) For the army, which rose from 13,339,000*l.* in 1872 to 27,074,000*l.* in 1900, an increase of 13,735,000*l.* or of about 103 per cent. (2) For posts and telegraphs, which rose from 4,295,000*l.* in 1872 to 17,134,000*l.* in 1900, a rise of 12,839,000*l.* or of 300 per cent. (3) For cost of Public Debt,† which rose from about 29,000*l.* in 1872 to 447,000*l.* in 1880, to 2,413,000*l.* in 1890, and to 3,885,000*l.* in 1900, an increase of 3,826,000*l.* (4) For the navy, which rose from 742,000*l.* in 1872 to 3,697,000*l.* in 1900, an increase of 2,955,000*l.* or of 398 per cent. (5) For the general pension fund which rose from 1,043,000*l.* in 1872 to 3,408,000*l.* in 1900, an increase of 2,365,000*l.* (6) For the Home Office, which rose from 41,000*l.* in 1872 to 2,438,000*l.* in 1900, an increase of 2,397,000*l.* It is to be noticed that, under this last head, the increase from 450,000*l.* in 1890 to 2,438,000*l.* in 1900, is accounted for by the yearly grant of about 1,500,000*l.* as the Imperial donation for the purposes of workmen's insurance which began in 1889. The extension of foreign relations in the 29 years is shown by the increased expenses under the head of Foreign Office, which were only 219,000*l.* in 1872, but which are now, in 1900, put at 626,000*l.* a year.

If the total expenditure (*i.e.*, the ordinary recurring and non-recurring, plus the extraordinary non-recurring expenditure) be added together, the total in 1872 was 27,657,000*l.*, and is now, in 1900, 77,216,000*l.*, an increase of 49,559,000*l.* or of about 180 per cent. And the total of such expenditure in the same two years respectively has been: (1) for the army, 16,750,000*l.* and 33,299,000*l.*; (2) for the posts and telegraphs, 4,396,000*l.* and 17,811,000*l.*; (3) for the navy, 1,554,000*l.* and 8,110,000*l.*; (4) for Imperial railways, 983,000*l.* and 3,984,000*l.*

The expenditure of the German Empire in 1900, on its army and navy alone, is estimated at over 41,000,000*l.*, 33,299,000*l.* for the army, and 8,110,000*l.* for the navy, out of a total Imperial expenditure of 77,216,000*l.*, or of over 53 per cent. of the whole.

History of
expenditure
on the navy.

In the past the expenses of the army have been very heavy, but it is stated that no further increases are contemplated at present in that branch of national defence. It is otherwise with

* See Table 4, Annex 2.

† For actual interest paid on Imperial Debt see Annex 2, Table 5.

the navy for which the expenses have been comparatively small formerly, but which, by the Navy Bill of 1898, were greatly augmented. And another Bill now before the Reichstag proposes still further increases. A complete statement of the growth of the expenditure on the German navy has, therefore, been added in Annex No. 6.

The Bill of 1898 sanctioned a sum of 20,445,000*l.* to be spent in the six years 1898 to 1903 on ships, their armaments, and other naval requisites. This meant a total expenditure for naval purposes of nearly 50,000,000*l.* in the six years 1898 to 1903, or of more or less 8,300,000*l.* a year altogether. The present Bill asks practically for the doubling of the strength of the navy as fixed under the 1898 Bill. The total cost is put at 93,050,000*l.*, spread over a period of, perhaps, 16 years. Of that sum 38,456,000*l.* are to be raised by loans, and the remaining 54,594,000*l.* are to be found out of the current revenue. Like the former, the present Bill provides that the yearly growth of naval expenditure is not to exceed an average of about 550,000*l.* and that to meet the cost there is to be no increase in the indirect taxation.

The development of army expenditure has been, briefly, as follows:—In 1871, Article 63 of the Constitution provided that all the land forces of the Empire should form, in times of peace and war, a united German army under the orders of the German Emperor. At that date the strength of the army was fixed, as under the former and superseded North German Confederation, at 1 per cent. of the total population, which made an army of 401,659 men in peace time. And the former rate of 33*l.* 15*s.* per man was also adopted as the basis of cost, making a total, therefore, of over 13,000,000*l.* for ordinary expenditure. Even subsequently to the 1881, 1887, and 1890 Army Bills, after which the strength became 486,983 men, the ordinary expenses did not exceed 19,997,000*l.* in 1890, though some further 13,000,000*l.* appear in that year for extraordinary expenses. In 1893 the peace footing was again raised, and it was then that the two years' instead of the former three years' service with the Colours was established for the first time; and this necessitated great additional expenses of all kinds, quite apart from the greater cost of the increased army in itself. So that ordinary expenditure rose from over 21,784,000*l.* in 1891 to 24,110,000*l.* in 1894. Three years later came the grant of large sums for altering and improving the artillery for which a total sum of about 4,292,000*l.* was expended in the three years from 1897 to 1899. According to the estimates of 1900 the strength of the army (from October 1) on its peace footing will consist of 571,692 men, of whom 491,136 are privates and 80,556 are non-commissioned officers. Besides these there are 23,850 officers and over 5,000 other military officials of different kinds. And, not included in the above figures, are about 9,000 one-year-volunteers (*Einjährige Freiwillige*) who serve at their own cost, and others. The ordinary army

History of
expenditure
on the army.

Expenditure
on German
Colonies
(Pro-
tectorates).

expenditure for 1900 is put at 27,074,000*l.*, and the total at 33,299,000*l.*

The subject of the German Colonies (really Protectorates) must be touched upon here, not because of the amount of money expended on them but because of the new aspect, since 1885, of Germany as a Colonial Power. They are (with the exception of Kiaochow) administered by the German Foreign Office, of which the Colonial Office is a department. The first appearance of expenses for the government of these German Protectorates was in the financial year 1885. By 1890 they had reached 293,400*l.* for the Cameroons, Togo, South West Africa, the Marshall Islands, and the New Guinea Company. In the 1900 estimates their cost is put at 836,495*l.* for the following Protectorates:—South West Africa (359,065*l.*), East Africa (341,545*l.*), the Cameroons (59,885*l.*), New Guinea (42,425*l.*), Togo (13,500*l.*), the Marshall Islands (1,575*l.*), and the recent acquisitions from Spain in 1899, *i.e.*, the Caroline, Marianne, and Pelew Islands (18,500*l.*). The sums mentioned here are the grants-in-aid from the German Empire to the cost of the actual administration of these Protectorates. In the case of the Marshall Islands, the original Jaluit Company still manages the islands though they have passed under the sovereignty of the Empire, and it contributes 1,275*l.* to the expenses of administration. There is also the Protectorate of Kiaochow which was acquired from China in 1898, and which has been made a free port. It is under the control of the Admiralty and, therefore, the cost of administration appears under the head of the Naval Estimates. The amount of the grant-in-aid in 1900 is put at 489,000*l.* With small receipts, collected locally, the total expenditure is 499,662*l.* This large sum is accounted for by a charge of over 93,000*l.* for purely military purposes, included in a total of 198,234*l.* for both civil and military (and naval) administration. Under non-recurring expenditure, 296,250*l.* also stands for harbour and other public works. Finally, Samoa has now passed under the sovereignty of the German Empire.

B. Prussia.

Financial
development
of Prussia is
typical of
that of all the
other
Federated
States.
Growth of
revenue and
public debt.

The relations of the Kingdom of Prussia (and other States) to the German Empire financially have been fully explained above, so that all that is required now is to sketch its separate financial development.

The total revenue of Prussia was 33,250,000*l.* in 1872, 39,891,000*l.* in 1880, and 86,981,000*l.* in 1890. The 1900 estimates put it at 123,613,000*l.* But the sum, comparable with former years, is only 119,987,185*l.*; because the gross receipts,

instead of the net profits, have been entered as revenue from the lotteries since 1892. The increase is, therefore, one of 86,736,644*l.* or of about 210 per cent. since 1872. Meanwhile, the public debt stood at 64,363,000*l.* (interest, 2,478,000*l.*) in 1872, at 75,769,000*l.* (interest 3,122,000*l.*) in 1880, and at 261,549,000*l.* (interest 10,046,000*l.*) in 1890. In 1900 it stands at 329,584,000*l.* (interest 11,537,000*l.*), an increase of 265,221,000*l.* or of about 414 per cent. since 1872. It is, however, important to note that this large debt was almost entirely contracted for the purchase of the State railways which form by far the most important of the paying properties of the Prussian State. The gross receipts from these lines were, in the same four years, 7,308,000*l.*, 11,787,000*l.*, 44,258,000*l.*, and 67,933,000*l.*; so that it will be seen that the immense sum, standing as public debt, brings in a very fairly remunerative revenue to the Prussian Exchequer. Consequently, it should be looked upon, not as unremunerative debt in the ordinary sense, but as a profitable investment of the State.

The chief branches of Prussian revenue* have shown a wonderful expansion since 1872. That of the State railways has been mentioned above. Then comes, from 1879 onwards, the share of the "assigned taxes" from the Imperial Exchequer which are handed over to Prussia and out of which the Prussian "matricular contribution" to the maintenance of the Empire are met as far as possible. In 1880 these "assigned taxes" were 1,152,035*l.*, in 1890 11,451,833*l.*, and in 1900 they are put at 15,659,716*l.* Next in importance are the direct taxes, which rose from 6,852,000*l.* in 1872 to 9,917,000*l.* in 1900—the proceeds of the mines and salines, which rose from 5,543,000*l.* in 1872 to 8,353,000*l.* in 1900—and the indirect taxes, which rose from 3,997,000*l.* in 1872 to 4,165,000*l.* in 1900. Classified together, the proceeds of the paying properties of the State and of the taxes have increased by 68,360,000*l.* since 1872 or by over 252 per cent.

The present favourable position of Prussian finances is shown by the average yearly increased yield† over that of the immediately preceding year for the period 1896 to 1900 (Estimates), which is not less than 6,548,000*l.* for total revenue, being made up of 5,555,000*l.* for the State properties and taxes, of 688,000*l.* for the dotations and general finance control (in which are included the "assigned taxes") and of 305,000*l.* for the administrative receipts. The State railways alone show an average yearly improvement in the receipts of 3,858,000*l.*; for the other branches of revenue the yearly development was, for the State mines and salines, 690,000*l.*, for the direct taxes, 535,000*l.*, for the indirect taxes, 248,000*l.*, and for forests, 269,000*l.*

* See Table 2, Annex 5.

† See Table 3, Annex 5.

Growth of expenditure.

Turning to the ordinary non-recurring expenditure,* we find that the State railways come first with 4,459,000*l.* in 1872 6,781,000*l.* in 1880, 27,653,000*l.* in 1890, and 40,536,000*l.* in 1900, an increase of 36,077,000*l.* in the 29 years, a result of the gradual purchase by the State of almost all the railways in Prussia. At the end of 1897 there were of main lines, 17,653 kiloms. of State railways and only 644 kiloms. of private lines, and 8,542 kiloms. of branch lines either owned by or worked by the State as against 1,366 kiloms. in purely private hands. Therefore, out of a total railway system of 28,206 kiloms., 26,195 were in the hands of the Prussian State. The second largest item of expense is that for the support of the Empire, namely of the "matricular contribution." In 1880† this payment was 1,978,000*l.*; in 1890, 9,149,000*l.*; and in 1900 it stands for 16,015,000*l.* This expenditure is more or less balanced by the proceeds of the "assigned taxes" yearly handed since 1879 to Prussia by the Imperial Exchequer. Next in order comes the interest on the public debt (almost entirely railway debt), which stood at 2,478,000*l.* in 1872; and now, in 1900, it figures for 11,537,000*l.* Then comes the expenditure on the administration of the State mines and salines which rose from 3,651,000*l.* in 1872 to 7,090,000*l.* in 1900.

Development of expenditure on education since 1872.

The expenditure under the head of the Ministry of Education, &c.‡ shows a rise of from 1,076,000*l.* in 1872 to 6,979,000*l.* in 1900, an increase of 5,903,000*l.*, or of over 548 per cent., mostly spent on educational purposes. In 1871 the total ordinary recurring expenditure on education was 455,000*l.*; in 1881, 1,595,000*l.*; in 1891, 3,843,000*l.*; and in 1900 it now stands at 5,384,000*l.*, an increase of 4,929,000*l.*, or of over ten-fold. And this does not include a sum of 281,000*l.* for industrial schools in the present year. The Prussian State is, therefore, now spending 5,665,000*l.* on the education of the people. Besides this, there is a sum of 464,000*l.* for non-recurring expenditure for 1900, making a grand total of 6,129,000*l.* for the current year which amounts to about 5 per cent. of the whole revenue, without counting any part of the 875,000*l.* spent jointly on religious and educational objects.

The ordinary expenditure in the two years 1871 and 1900 respectively has been: for elementary education 197,000*l.* and 4,103,000*l.*, an increase of 3,906,000*l.*, or of twenty-fold; for higher schools 84,000*l.* and 617,000*l.*, an increase of 533,000*l.*, or of over six-fold; for the universities, 131,000*l.* and 511,000*l.*, an increase of 380,000*l.*, or of nearly three-fold. In 1871 only 15,000*l.* was spent on industrial schools; the 1900 estimates allow a sum of 281,000*l.* for this object. It will thus be seen that the Prussian Government has devoted great care to the important question of

* See Table 4, Annex 5.

† The figures of 1872 are not given as they are not comparable with years subsequent to 1879. See Annex 3 for explanation.

‡ See Table 5, Annex 5.

education, especially in the matter of technical and commercial education. As regards the latter, for instance, the receipts in 1890 were 2,500*l.* and the expenditure 93,000*l.*, as compared with 30,000*l.* and 195,000*l.* respectively in 1897. And, during the same interval, the total number of State schools of engineering and architecture rose from 1 to 13 and that of schools for machinery and mining, &c., from 1 to 7.

Annex 1.—*Comparison of Budget of the German Empire in 1872 and 1900.*

(See "Explanatory Notes" on p. 21.)

REVENUE.

| From— | Final Budget of 1872. | Budget Estimates of 1900. | Comparison of 1872 with 1900. |
|--|-----------------------------|---------------------------------|-------------------------------------|
| | £ | £ | £ |
| I. Customs and excise | 8,202,124 | 89,486,250 | + 31,284,126 |
| II. Stamps | 254,022 | 3,277,350 | + 3,023,328 |
| III. Posts and Telegraphs (gross receipts) | 4,998,348 | 19,672,646 | + 14,674,298 |
| IV. Printing office (gross receipts) | .. | 375,800 | .. |
| V. Railways, belonging to the Empire* (gross receipts) | 1,259,894 | 4,308,750 | + 3,048,856 |
| VI. Imperial Bank | .. | 742,725 | .. |
| VII. Administrative receipts | 60,204 | 927,773 | + 867,569 |
| VIII. Imperial Invalid Fund | 1,413,938 | 1,503,814 | + 89,876 |
| IX. Sale of fortifications | .. | 10,333 | .. |
| X. Surplus from former years | .. | 1,536,347 | .. |
| XI. Sums granted by certain Federated States in lieu of certain common Imperial receipts | 590,298 | 778,650 | + 188,352 |
| XII. Matricular contributions of the Federated States | 4,115,868 | 26,336,319 | .. † |
| Total of ordinary revenue | 20,894,694 | 98,956,757 | † |
| XIII. Extraordinary revenue | 8,941,621 | 3,959,920 | – 4,981,701 |
| Revenue, grand total | 29,836,315 | 102,916,677 | .. † |
| Total of ordinary revenue, I to XII, comparable in 1872 and 1900 (after deducting for 1900 the 25,700,200£. under XII, already included under I). See Note 3 below for explanation (p. 21) | | | |
| | 20,894,694 | 73,256,557 | + 52,361,863 |
| XIII. Extraordinary revenue | 8,941,621 | 3,959,920† | – 4,981,701 |
| Amended and comparable grand totals.. .. | 29,836,315 | 77,216,477 | + 47,380,162 |

* The lines in Alsace-Lorraine and a portion of the Wilhelm-Luxemburg Railway in the Grand Duchy of Luxemburg.

† Not comparable.

‡ Chiefly from the proceeds of loans.

*Comparison of Budget of the German Empire in 1872 and
1900—continued.*

(See "Explanatory Notes" on p. 21.)

EXPENDITURE.

| On— | Final Budget of 1872. | Budget Estimates of 1900. | Comparison of 1872 with 1900. |
|---|-----------------------------|---------------------------------|-------------------------------------|
| | £ | £ | £ |
| A. Ordinary Recurring Expenditure. | | | |
| I. Bundesrath (paid out of funds under V) | .. | .. | .. |
| II. Reichstag | 6,790 | 34,663 | + 27,873 |
| III. Chancellor | .. | 11,650 | + 11,650 |
| IV. Foreign Office | 219,209 | 626,703* | + 407,494 |
| V. Home Office | 41,812 | 2,438,879 | + 2,397,567 |
| VI. Army | 13,339,236 | 27,074,783 | + 13,735,547 |
| VIA. Military Court | .. | 13,078 | + 13,078 |
| VII. Navy | 742,642 | 3,697,322 | + 2,954,680 |
| VIII. Justice | 11,952 | 105,968 | + 94,016 |
| IX. Treasury | 58,739 | 25,967,936 | .. † |
| X. Railway Office | .. | 19,595 | + 19,595 |
| XI. Public Debt, interest on | 29,403 | 3,885,025 | + 3,855,622 |
| XII. Audit Office | 13,833 | 42,821 | + 28,988 |
| XIII. General Pension Fund | 1,043,689 | 3,408,206 | + 2,364,517 |
| XIV. Imperial Invalid Fund | 1,413,938 | 1,503,814 | + 89,876 |
| XV. Posts and Telegraphs | 4,295,664 | 17,134,669 | + 12,839,005 |
| XVI. Printing office | .. | 265,247 | + 265,247 |
| XVII. Administration of railways | 988,646 | 2,921,765 | + 1,933,119 |
| Total, A | 22,200,053 | 89,152,124 | .. † |
| B. Ordinary Non-recurring Expenditure. | | | |
| I. Reichstag | .. | .. | .. |
| II. Foreign Office | 5,296 | 1,102,471† | + 1,097,175 |
| III. Home office | 41,404 | 169,790 | + 128,386 |
| IV. Posts and Telegraphs | 100,480 | 676,596 | + 576,116 |
| IVA. Printing Office | .. | 112,796 | + 112,796 |
| V. Army | 3,411,105 | 4,938,920 | + 1,527,815 |
| VA. Military Court | .. | 1,500 | + 1,500 |
| VI. Navy | 811,464 | 2,398,425 | + 1,586,961 |
| VII. Justice | .. | .. | .. |
| VIII. Treasury | 562,500 | 1,265 | — 561,235 |
| VIIIa. Imperial Debt | 525,000 | .. | — 525,000 |
| VIIIb. Administration of Railways | .. | 402,750 | + 402,750 |
| VIIIc. Railway Office | .. | 120 | + 120 |
| IX. Deficits from former years | .. | .. | .. |
| Total, B | 5,457,249 | 9,804,633 | + 4,347,384 |

* Includes expenses of Colonial Department of Foreign Office.

† Not comparable. See "Explanatory Notes" on p. 21.

‡ Includes cost of administration of the German Colonies.

Comparison of Budget of the German Empire in 1872 and 1900—continued.

(See "Explanatory Notes" on page 21).

EXPENDITURE—continued.

| On— | Final Budget of 1872. | Budget Estimates of 1900. | Comparison of 1872 with 1900. |
|--|-----------------------------|---------------------------------|-------------------------------------|
| | £ | £ | £ |
| <i>C. Extraordinary Non-recurring Expenditure.</i> | | | |
| I. Home Office | .. | .. | .. |
| II. Posts and Telegraphs | .. | .. | .. |
| III. Army | .. | 1,285,320 | + 1,285,320 |
| IV. Navy | .. | 2,015,050 | + 2,015,050 |
| V. Railways | .. | 659,550 | + 659,550 |
| Total, C | .. | 3,959,920 | + 3,959,920 |
| A. Total of ordinary recurring expenditure | 22,200,058 | 89,152,124 | ..* |
| B. Total of ordinary non-recurring expenditure | 5,457,249 | 9,804,632 | + 4,347,383 |
| C. Total of extraordinary non-recurring expenditure | .. | 3,959,920 | + 3,959,920 |
| Grand total of expenditure .. | 27,657,302 | 102,916,676 | ..* |
| A. Total of ordinary recurring expenditure comparable in 1872 and 1900 after deducting in 1900 the 25,700,200 <i>l.</i> under IX, which is no real item of expenditure). See Note 3 below for explanations (p. 21) | 22,200,058 | 63,451,924 | + 41,251,871 |
| B. Ordinary non-recurring expenditure | 5,457,249 | 9,804,632 | + 4,347,383 |
| Amended and comparable totals of ordinary expenditure .. | 27,657,302 | 73,256,556 | + 45,599,254 |
| C. Extraordinary non-recurring expenditure | .. | 3,959,920 | + 3,959,920 |
| Amended and comparable grand totals, A, B, and C together .. | 27,657,302 | 77,216,476 | + 49,559,174 |

* Not comparable. See Explanatory Notes, p. 21.

Explanatory Notes to Imperial Budgets.

1. In accordance with the wish of the Reichstag, the form of the Estimates for 1900 has been amended. In former years the net receipts only of the three Imperial undertakings, worked by the Empire for revenue, namely, the posts and telegraphs, printing office, and railways were inserted. In 1900, however, the gross receipts are entered on the revenue side, and the expenses appear on the expenditure side. This alteration makes, as compared with previous years, an increase on both sides of the Budget of 1900 of 20,321,681*l.*; so that the amounts of ordinary revenue and expenditure, comparable with budgets in former years, balance at 78,635,075*l.* (102,916,677*l.* less 20,321,681*l.* and 3,959,921*l.* of extraordinary revenue); and the similar sums for the totals of ordinary and extraordinary revenue and expenditure balance at 82,594,996*l.* (102,916,677*l.* less the 20,321,681*l.*).

2. In order to make the 1872 final budget strictly comparable with the 1900 estimates, under the heads III and IV, as explained in Note 1, the gross receipts and expenses respectively of the posts and telegraphs and of the railways (the printing office not existing in 1872) have been inserted on both sides of the account instead of the net profits being entered on the revenue side only.

3. It is necessary to point out that, in the Imperial Estimates of 1900, there is a sum of 25,700,200*l.*, which forms, on the revenue side, part of the total "Matricular Contributions" (26,336,319*l.* under XII), and which, on the expenditure side, forms part of the total "Imperial Treasury" (25,967,936*l.* under IX). This sum of 25,700,200*l.* already forms part of the total "Customs and Excise" (39,486,250*l.* under I) on the revenue side, and is the estimated value of the special custom and excise taxes assigned, under various laws, to the Federated States jointly for the purpose of defraying, as far as possible, their matricular contributions. It is merely for convenience of account that the 25,700,200*l.* again reappear, firstly, on the expenditure side under IX, and, secondly, are re-entered on the revenue side under XII. That sum, under those two latter heads, is no item of real revenue or expenditure; it merely passes, in form only, from the Empire, as assignments ("Ueberweisungen") paid out of Customs and Excise (I on revenue side), to the Federated States, as payments made to them under Imperial Treasury (IX on the expenditure side). And from the States it passes back to the Empire, as forming the greater part of the "Matricular Contributions" (XII on the revenue side). Therefore, deducting that sum from both sides of the account, the real effective amounts of ordinary revenue and expenditure for 1900 will balance at 73,256,557*l.*; and the sum at which the total of ordinary and extraordinary revenue and expenditure balances is, in the same way, 77,216,477*l.* In Imperial Budgets since 1879, when the system of "assignments" was started, similar deductions must be made to obtain the amount of the effective revenue and expenditure.

Annex 2.—Analytical Tables of the Finances of the German Empire from 1872 to 1900.

Table 1.—DEVELOPMENT of Imperial Revenue and Public Debt, and Interest thereon, in 1,000*l*.

| Amount of— | 1872. | 1880. | 1890. | 1900 (Esti- mates). | Comparison of 1872 with 1890. |
|---------------------|--------|--------|--------|---------------------------|-------------------------------------|
| | £ | £ | £ | £ | £ |
| Revenue(ordinary) | 20,894 | 28,181 | 50,180 | 73,256 | + 52,362 |
| Public debt .. | ..* | 10,902 | 55,899 | 114,924 | + 114,924 |
| Interest thereon .. | ..† | 436 | 2,066 | 3,757 | + 3,757 |

* No debt incurred by the Empire as such. But there were some 13,000,000*l*. of North German Confederation Debt; the capital and interest were, however, chiefly paid out of the French war indemnity.

† In Table 4 below, there appears a sum of 29,000*l*. for cost of public debt in 1872; but this is on debt other than that of the Empire properly so-called and includes the expenses of administration.

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Table 2.—DEVELOPMENT of the Revenue of the Empire. Excess of Actual Receipts over Estimated Receipts, in 1,000*l*.

| Description. | 1891. | 1892. | 1893. | 1894. | 1895. | 1896. | 1897. | 1898. | 1899.† |
|---|---------|-------|-------|---------|---------|---------|---------|---------|---------|
| | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Ordinary revenue of Empire*.. | 197 | + 57 | + 710 | + 358 | + 598 | + 1,423 | + 1,267 | + 1,528 | + 1,411 |
| Other revenue, "assigned" to Federated States† .. | 2,601 | + 391 | - 522 | + 1,370 | + 1,967 | + 3,854 | + 3,327 | + 3,432 | + 1,779 |
| Total revenue of Empire .. | + 2,798 | + 448 | + 188 | + 1,728 | + 2,560 | + 5,277 | + 4,594 | + 4,960 | + 3,190 |

* Which is paid direct into the Imperial Exchequer.

† This consists of the total of the "assigned taxes" (i.e. of all the customs duties, tobacco tax, excise and stamp taxes), of which 6,500,000*l*. goes direct to the Imperial Exchequer, and the balance to the Federated States.

‡ Estimated.

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Table 3.—DEVELOPMENT of Chief Branches of Imperial Revenue, in 1,000*l*.

| Description. | 1872. | 1880. | | 1890. | 1900 (Estimates). | Comparison of 1872 with 1900. £ |
|--|--------|--------|--|-----------|----------------------|---------------------------------------|
| | £ | £ | | £ | £ | |
| <i>Total Imperial net revenue (ordinary)*</i> | 20,894 | 28,181 | | 50,180 | 73,256 | + 52,362 |
| 1. Customs duties.. .. | 4,744 | 8,179 | | 18,414 | 23,661 | + 18,917 |
| 2. Posts and telegraphs (gross) | 4,993 | 6,882 | | 11,286 | 19,678 | + 14,675 |
| 3. Excise taxes | 3,468 | 6,145 | | 12,847 | 16,826 | + 12,367 |
| 4. Administration of railways (gross) | 1,290 | 2,005 | | 2,784 | 4,309 | + 3,049 |
| 5. Stamp taxes | 254 | 386 | | 1,769 | 3,277 | + 3,023 |
| 6. Imperial Invalid Fund | 1,414 | 1,665 | | 1,279 | 1,504 | + 90 |
| 7. Sums granted by some Federated States in lieu of certain common receipts | 590 | 876 | | 566 | 779 | + 189 |
| 8. Imperial Bank | .. | 90 | | 873 | 743 | .. |
| 9. Matrioular contributions | 4,116 | 1,396† | | (-3,891)‡ | 696† | .. § |

* See note 3 of the "Explanatory Notes" to the "Comparison of Budgets in 1872 and 1900" (p. 21) for explanation of the sums inserted as net revenue in 1880, 1890, and 1900.
† After deduction of the "assignments" ("Ueberweisungen") paid to the Federated States since 1879.
‡ In this year the "assignments" exceeded the total of the "matrioular contributions" by the sum of 3,891,000*l*. The above is, therefore, a minus amount. See Annex 3 for explanation and table of recent years in which this happened.
§ Not strictly comparable.

Table 4.—DEVELOPMENT of Chief Branches of Imperial Expenditure, in 1,000*l*.

| Description. | 1872. | 1880. | 1890. | 1900 (Estimates). | Comparison of 1872 and 1900. |
|--|--------------------|--------------------|--------------------|----------------------|---------------------------------|
| <i>A.—Ordinary recurring expenditure, total of</i> | <i>£</i> 22,200 | <i>£</i> 28,555 | <i>£</i> 40,886 | <i>£</i> 63,451 | <i>£</i> + 41,251 |
| Army | 13,839 | 16,353 | 19,997 | 27,074 | + 13,785 |
| Posts and telegraphs | 4,295 | 5,894 | 10,017 | 17,134 | + 12,839 |
| Public debt* (for note see next page) | 29† | 447 | 2,413 | 3,885 | + 3,856 |
| Navy | 742 | 1,236 | 2,047 | 3,697 | + 2,955 |
| General Pension Fund | 1,043 | 897 | 1,856 | 3,408 | + 2,365 |
| Administration of railways | 983 | 1,298 | 1,702 | 2,921 | + 1,938 |
| Home Office | 41 | 180 | 450 | 2,438† | + 2,397 |
| Imperial Invalid Fund | 1,413 | 1,563 | 1,279 | 1,503 | + 90 |
| Foreign Office | 219 | 316 | 457§ | 626§ | + 407 |
| <i>B.—Ordinary non-recurring expenditure—</i> | | | | | |
| Army | 3,411 | 291 | 2,123 | 4,938 | + 1,527 |
| Navy | 811 | 180 | 223 | 2,398 | + 1,587 |
| Foreign Office | 5 | 18 | 283\|\| | 1,102\|\| | + 1,097 |
| Posts and telegraphs | 100 | 116 | 387 | 676 | + 576 |
| Administration of railways | .. | 14 | .. | 402 | .. |

* † ‡ § || (For notes see next page.)

DEVELOPMENT of Chief Branches of Imperial Expenditure, in 1,000*l.*—continued.

| Description. | 1872. | 1880. | 1890. | 1900 (Estimates). | Comparison of 1872 and 1900. |
|--|--------|--------|--------|----------------------|---------------------------------|
| | £ | £ | £ | £ | £ |
| <i>C.—Extraordinary non-recurring expenditure—</i> | | | | | |
| Navy | .. | 580 | 1,315 | 2,015 | .. |
| Army | .. | 1,843 | 18,864 | 1,285 | .. |
| Administration of railways | .. | 252 | 124 | 659 | .. |
| Posts and telegraphs | .. | 331 | 186 | .. | .. |
| Total expenditure of all kinds.. .. | 27,657 | 32,895 | 60,646 | 77,216 | + 49,559 |
| <i>Total for Army</i> | | | | | |
| .. .. . | 16,760 | 18,488 | 35,975 | 39,299 | + 16,549 |
| posts and telegraphs.. .. | 4,396 | 6,843 | 10,596 | 17,811 | + 13,415 |
| Navy | 1,554 | 1,927 | 3,586 | 8,110 | + 6,556 |
| railways | 983 | 1,563 | 1,827 | 3,984 | + 3,001 |
| public debt* | 29 | 447 | 2,413 | 3,885 | + 3,856 |
| Foreign Office | 224 | 335 | 741† | 1,729‡ | + 1,505 |

* In these figures the chief item consists of the interest paid on actually contracted loans (consols) which fell due partly on January 1 and July 1, and partly on April 1 and October 1. The totals given here differ from those quoted in Tables 1 and 5 in this Annex because the basis of calculation is different. There the interest due on the capital contracted up to the beginning of the year is given, while here the actual payments of interest during the year quoted are given. It will be noticed that in 1890 the amount of interest quoted in this Table 4, and in the other two, 1 and 5, differs, the former being 2,413,000*l.* and the latter 2,066,000*l.* This is due to a change in accounts, whereby not only the interest due on April 1 and October 1, 1890, but also the interest due on April 1, 1891, was included in the amount for the financial year 1890. Had this not been taken place the total would have been 2,104,000*l.* instead of 2,413,000*l.*

† Interest on North German Confederation Loans, inherited by the Empire; and cost of administration of Debt.

‡ The increase from 450,000*l.* in 1890 to 2,438,000*l.* in 1900 is explained by the yearly Imperial grant of about 1,500,000*l.* in donations for Workmen's Insurance.

§ Includes expenses of Colonial Department of Foreign Office since 1885.

|| Includes cost of administration of German colonies since 1885.

¶ Includes expenses of the governments of German colonies since 1885.

Table 5.—DEVELOPMENT of the Debt of the Empire* and Interest thereon for Army, Navy, and Railways, in 1,000L†

| Description. | | 1872.‡ | 1880. | 1890. | 1900 (Estimates). | Comparison of 1890 with 1900. |
|--------------|---|--------|----------|----------|----------------------|----------------------------------|
| a. | Total of the Imperial debt | £ .. | £ 10,902 | £ 55,899 | £ 114,924 | + 104,022 |
| b. | " debt incurred for Army | .. | 1,408 | 84,866 | 73,865 | + 72,467 |
| c. | " " " Navy | .. | 4,272 | 9,498 | 17,912 | + 13,640 |
| d. | " " " Railways.. .. | .. | 385 | 2,478 | 6,687 | + 6,202 |
| a. | " interest on whole of Imperial debt .. | .. | 435 | 2,066 | 3,757 | + 3,321 |
| b. | " " debt incurred for Army .. | .. | 56 | 1,234 | 2,410 | + 2,354 |
| c. | " " " Navy .. | .. | 170 | 367 | 587 | + 417 |
| d. | " " " Railways .. | .. | 15 | 96 | 212 | + 197 |

* In this table the amount of the nominal value of the actually contracted loans (consols), at the beginning of the year quoted, is given as the capital amount of the Imperial Public Debt; and those amounts, which are required to be paid on them, are quoted as interest.
† The totals for the interest on Imperial debt in this table do not correspond with those quoted in Table 4 above. The reason for this difference is explained in a note to that table.
‡ There was no real Imperial debt at this date; but only a small amount of the North German Confederation Debt. The French war indemnity had paid off the greater part of such debt.

Annex 3.—MATRICULAR Contributions.

Accounts between the Empire and the States are adjusted by a somewhat elaborate system of payments and repayments. According to Article 70 of the Constitution, an excess of expenditure over revenue on the part of the Empire is to be reimbursed by charging the deficit to the Federated States jointly, who then pay in to the Imperial Exchequer individually what are called "matricular contributions" ("Matrikular Beiträge"), which are assessed according to the respective population of each separate State. The amount so due per head is fixed in each Budget by the Reichstag.

A modification of this principle was made in 1879 by the customs tariff law of that year, Section 8 of which (known as the "Franckenstein Clause") provided that, from the proceeds of the customs duties and of the tobacco tax, a sum of 6,500,000*l.* should be credited direct to the Imperial Exchequer, and that the remaining balance of those receipts should then be handed over to the Federated States as assignments ("Ueberweisungen") in order to enable them to meet their "matricular contributions" to the Empire. By the Imperial Stamp Law of 1885 and by the Spirit Excise Law of 1887 the net amount of the Imperial stamp duties and of the excise on spirits was added to these assignments especially made to the States. The reform was made in order to remove the injustice of a uniform "matricular" payment per head imposed equally on the poor population of one State and on the rich population of another. By throwing the bulk of the "matricular" burden on the assigned customs and other receipts, this inequality of contribution was almost entirely avoided, and the Imperial charge fell more uniformly on the whole population of the Empire.

If the above-mentioned assignments to the Federated States do not in any year entirely meet the total amount of the "matricular contributions" due to the Empire, then the remaining deficit is still made up by "matricular" assessments of so much per head on the population of each State. And, in the contrary event, where the special assignments exceed the total of the "matricular contributions" due to the Empire, then the surplus balance is paid by the Imperial Exchequer to the Federated States, and the division amongst the States is effected on the same plan as that followed in levying the "matricular contributions."

Up to the financial year 1882-83, the States had always to pay balances to the Imperial Exchequer, after cancelling the amount of the "assignments" against the total of the "matricular contributions," but from 1883-84 to 1892-93 balances became payable by the Empire to the Federated States. In 1893-4 and 1894-95 the States had again to make payments to the Empire, but from 1895-96 to 1897-98 the Imperial Exchequer had again to pay out balances to the Federated States. Since 1898-99, however the States have been obliged to pay balances to the Empire.

The following table shows on which side the balance of these accounts—*i.e.*, the “assessed taxes” *versus* the “matricular contributions”—has been :—

TABLE showing Net Results of Balancing the “Matricular Contributions” against the “Assessments,” in 1,000*l.*, for the last 10 Years.

| Final Balances. | 1891-92. | | 1892-93. | | 1893-94. | | 1894-95. | | 1895-96. | | 1896-97. | 1897-98. | 1898-99 (Estimates). | 1899-1900 (Estimates). | 1900-01 (Estimates). |
|--|----------|-------|----------|----|----------|-----|----------|-----|----------|----|----------|----------|-------------------------|---------------------------|-------------------------|
| | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ | £ |
| Total due by States to Empire | .. | .. | .. | .. | 1,513 | 128 | .. | .. | .. | .. | .. | .. | 1,013 | 660 | 636 |
| Total due by Empire to States | 3,343 | 2,131 | .. | .. | .. | .. | 869 | 759 | 660 | .. | .. | .. | .. | .. | .. |

It should be added that since 1896-97 it has been provided that when the “assignments” exceed the total amount of the “matricular contributions,” the Federated States are only to receive a certain portion of the surplus. The Empire is to receive the remaining part, which is to be applied to paying off (really to cancelling) debt or to meeting the expenses of the extraordinary budget. The portion to be so devoted has varied from year to year.

Annex No. 4.—*Comparison of Budget of the Kingdom of Prussia in 1872 and 1900.*

REVENUE.

| From— | 1872* (Final Budget). | 1900 (Estimates). | Comparison of 1872 with 1900. |
|---|-----------------------------|-----------------------|-------------------------------------|
| | £ | £ | £ |
| I. Taxes and State Properties. | | | |
| Ministry for Agriculture, Domains, and Forests, total | (3,884,723) | (5,169,785) | .. |
| <i>a.</i> Domains | 1,476,404 | 1,307,310 | — 169,094 |
| <i>b.</i> Forests | 2,408,319 | 3,862,475 | + 1,454,156 |
| Less a sum of 385,965 <i>l.</i> handed over to the Crown by Law of 1820, leaves, total (net) .. | 3,498,758 | 4,783,820 | + 1,285,062 |
| Ministry of Finance, Total | 11,225,415 | 18,329,325 | + 7,103,910 |
| <i>a.</i> Direct taxes | 6,852,711 | 9,917,730 | + 3,065,019 |
| <i>b.</i> Indirect taxes | 3,997,137 | 4,165,350 | + 168,213 |
| <i>c.</i> Lottery (net in 1872, gross in 1900) | 201,234 | 4,124,375 | .. † |
| <i>d.</i> Marine Institute.. .. . | 120,000 | 103,465 | — 16,535 |
| <i>e.</i> Mint (and testing office) .. | 54,383 | 18,405 | — 35,928 |
| Ministry of Trade and Industry— From mines and salines, total .. | 5,443,936 | 8,353,094 | + 2,909,158 |
| Ministry of Public Works— | | | |
| <i>a.</i> State railways | 7,308,633 | 67,933,565 264,802 | + 60,889,734 |
| <i>b.</i> Other railways administered by the State | | | |
| Proceeds of commutation of certain taxes, &c. | 201,685 | .. | .. |
| I. Total of receipts from taxes and State properties | 27,678,427 | 99,664,606 | Not comparable. |
| Rectified comparable totals‡ .. | 27,678,427 | 96,038,490 | + 68,860,063 |
| II. Dotations and General Financial Control. | | | |
| <i>a.</i> Dotations | .. | 12,414 | + 12,414 |
| <i>b.</i> General financial control .. | 2,719,828 | 17,747,193 | + 15,027,365 |
| II. Total of receipts from dotations and general finance control | 2,719,828 | 17,759,607 | + 15,039,779 |

* In 1872 the distribution of the various items was not the same as in 1900, but they have, for convenience, been made so in the 1872 column.

† Not comparable. The net amount for 1900 is 498,259*l.*

‡ To compare the two years one must insert in the total for 1900 the net profits only, i.e., 498,259*l.* from the lotteries, instead of the gross profits, 4,124,375*l.* The 1900 sum, therefore, becomes 96,038,490*l.*, or 99,664,606*l.* less 3,626,116*l.* (being gross receipts, 4,124,375*l.* less 498,259*l.*, net receipts). Similarly, in the grand total of revenue, 3,626,116*l.* must also be deducted.

Comparison of Budget of the Kingdom of Prussia in 1872 and 1900—continued.

REVENUE—continued.

| From— | 1872* (Final Budget). | 1900 (Estimates). | Comparison of 1872 with 1900. |
|--|-----------------------------|----------------------|-------------------------------------|
| | £ | £ | £ |
| III. Administrative Receipts. | | | |
| Ministry of State | 74,785 | 319,342 | + 244,557 |
| Foreign Office | 444 | 230 | - 214 |
| Ministry of Finance | .. * | 103,150 | .. |
| " Public Works | 139,158 { | 406,000 | + 538,838 |
| " Trade and Industry | | 271,996 | |
| " Justice | 2,311,533 | 3,690,085 | + 1,378,502 |
| " the Interior | 154,748 | 909,450 | + 754,702 |
| " Agriculture, &c. | 147,976 | 233,118 | + 85,142 |
| " Worship, Education, and Medicine | 23,642 | 255,752 | + 232,110 |
| " War | .. | 15 | .. |
| III. Total of administrative receipts | 2,852,286 | 6,189,088 | + 3,336,802 |
| Grand total of ordinary revenue | 33,250,541 | 123,613,301 | { Not comparable. |
| Rectified comparable grand total†.. | 33,250,541 | 119,987,185 | + 86,736,644 |

* See note (*) on page 30.

† See note (†) on page 30 for explanation.

*Comparison of Budget of the Kingdom of Prussia in 1872 and
1900—continued.*

EXPENDITURE.

| On— | 1872 (Final Budget). | 1900 (Estimates). | Comparison of 1872 with 1900. |
|---|----------------------------|----------------------|-------------------------------------|
| | £ | £ | £ |
| I. A, B, and C.—ORDINARY RE- CURRING EXPENDITURE, total .. | 27,118,069 | 115,292,837 | { Not comparable |
| Rectified comparable totals* .. | 27,118,069 | 111,666,721 | + 84,548,652 |
| A. Expenses of working, collection, and administration, in the paying State properties and taxes, total .. | 11,235,454 | 57,035,731 | + 45,800,277 |
| For domains and forests | 1,469,347 | 2,316,285 | + 846,938 |
| „ direct taxes | 342,387 | 807,890 | + 465,503 |
| „ indirect taxes | 1,015,361 | 1,757,685 | + 742,324 |
| „ lottery (net in 1872, gross in 1900) | 3,930 | 3,635,655 | .. † |
| „ mint | 37,675 | 17,730 | — 19,945 |
| „ administration of mines and salines and working expenses | 3,651,015 | 7,090,694 | + 3,439,679 |
| „ expenses of State railways‡ .. | 4,715,739 | 41,409,792 | + 36,694,053 |
| B. Dotations and General Finance Control, total | 7,233,587 | 33,591,928 | + 26,358,341 |
| Grant to the Crown.. .. | 225,000 | 400,000 | + 175,000 |
| Public debt interest.. .. | 2,478,654 | 11,537,371 | + 9,058,717 |
| „ amortisation | 1,431,816 | 1,977,505 | + 545,689 |
| „ annuities | 64,599 | 72,182 | + 7,583 |
| „ administration.. .. | 20,977 | 50,517 | + 29,540 |
| Upper House of Landtag | 7,903 | 10,615 | + 2,707 |
| Lower „ | 68,718 | 83,631 | + 14,913 |
| “Matricular contribution” to Empire | 2,599,616 | 16,015,730 | .. |
| Appanages, bounties, &c. | 336,299 | 3,444,377 | + 3,108,078 |
| C. Expenditure connected with de- partmental administration, total .. | 8,649,028 | 24,665,178 | + 16,016,150 |
| Department of State | 115,507 | 463,774 | + 348,267 |
| Foreign Office | 21,385 | 27,625 | + 6,240 |
| Ministry of Finance | 1,422,006 | 4,984,201 | + 3,562,195 |

* To compare the two years one must insert in the total the net expenditure on lottery administration, 9,539*l.*, instead of the gross amount, given in prizes and for management, 3,635,655*l.* The sum, therefore, becomes 111,666,721*l.*, viz., 115,292,837*l.* less 3,626,116*l.* Similarly, in the grand total of expenditure (on the next page), an equal deduction of 3,626,116*l.* must be made.

† Not comparable. Net expenditure for lottery management, instead of gross outlay, would be, for 1900, 9,539*l.*

‡ Large sums, raised by loans, were invested in State railways subsequent to 1872 (see Annex 5, Table 1, of public debt); the debt was chiefly incurred for this purpose.

Comparison of Budget of the Kingdom of Prussia in 1872 and 1900—continued.

EXPENDITURE—continued.

| On— | 1872 (Final Budget). | 1900 (Estimates). | Comparison of 1872 with 1900. |
|---|----------------------------|----------------------|-------------------------------------|
| | £ | £ | £ |
| Public works.. .. . | 1,414,562 | 1,538,924 | .. |
| Ministry of Commerce and Industry | 2,818,119 | 599,377 | .. |
| Justice | 1,394,824 | 5,469,465 | + 2,651,346 |
| Ministry of the Interior | 386,163 | 3,456,859 | + 2,062,085 |
| Agriculture, Domains, and Forests | 1,076,462 | 1,143,224 | + 757,061 |
| Worship, Education, and Medicine.. .. | .. | 6,979,793 | + 5,903,381 |
| War | .. | 6,936 | + 6,936 |
| II. ORDINARY NON-RECURRING AND EXTRAORDINARY EXPENDITURE .. | 1,612,266 | 8,320,464 | + 6,708,198 |
| Ministry of State (archives) .. | 4,000 | 24,329 | + 20,329 |
| Finance (indirect taxes, mint, and general ad- ministration).. .. | 141,031 | 451,446 | + 310,415 |
| Public Works (rail- ways) | 856,168 | 5,717,253 | + 4,995,135 |
| Trade and Industry (mines and salines, trade and industry) .. | 92,506 | 124,050 | + 179,147 |
| Justice | 62,695 | 271,655 | + 60,345 |
| the Interior | 220,758 | 123,040 | + 681,279 |
| Agriculture, &c. (do- mains, forests, agri- culture, horse-breed- ing) | 235,106 | 902,087 | + 458,538 |
| Worship, Education, and Medicine.. .. | .. | 693,644 | + 3,010 |
| War | .. | 3,010 | + 3,010 |
| I. and II.—Grand total of expenditure.. .. . | 28,730,335 | 123,618,301 | { Not comparable. |
| Rectified grand total* | 28,730,335 | 119,987,185 | + 91,256,850 |
| Surplus carried forward .. | 4,525,206 | .. | .. |
| | 33,255,541 | .. | .. |

* See note (*) on page 32 for explanation.

*Annex 5.—Analytical Tables on Finances of Prussia.*Table 1.—DEVELOPMENT in Prussia of Revenue and Public Debt with Interest thereon, in 1,000*l*.

| Description. | 1872. | 1880. | 1890. | 1900 (Estimates). | Comparison of 1872 with 1900. |
|--------------------------|--------|--------|---------|----------------------|-------------------------------------|
| | £ | £ | £ | £ | £ |
| Total revenue (ordinary) | 33,250 | 39,891 | 86,981 | 119,987* | + 86,736 |
| Amount of public debt .. | 64,363 | 75,769 | 261,549 | 329,584 | + 265,221 |
| Interest thereon.. .. | 2,478 | 3,122 | 10,046 | 11,537 | + 9,059 |

* See note to total of revenue in the budget in Annex 4, rectified amount for 1900, so as to compare with previous years.

Table 2.—DEVELOPMENT in Prussia of Chief Branches of Revenue, in 1,000*l*.

| From— | | 1872. | 1880. | 1890. | 1900 (Estimates). | Comparison of 1872 with 1900. |
|---|--|-------------|-------------|-------------|----------------------|----------------------------------|
| Total ordinary revenue | | £ 33,250 | £ 39,981 | £ 86,981 | £ 119,987* | + 86,736 |
| 1. State properties and taxes, total | | 27,678 | 39,698 | 69,412 | 96,088 | + 68,360 |
| 2. Administrative receipts | | 2,852 | 1,090 | 3,771 | 6,118 | + 3,266 |
| 3. Dotations and general finance control†. . . | | 2,719‡ | 5,202§ | 13,797\|\| | 17,829 | + 15,110¶ |
| 1. State railways | | 7,308 | 11,787 | 44,268 | 67,983 | + 60,625 |
| 2. Prussia's share of "assigned taxes" from Empire .. | | .. | 1,152 | 11,451 | 15,959 | .. |
| 3. Direct taxes | | 6,852 | 8,187 | 8,464 | 9,917 | + 3,065 |
| 4. Mines and salines.. .. . | | 5,443 | 4,547 | 7,703 | 8,353 | + 2,910 |
| 5. Indirect taxes | | 3,997 | 2,046** | 3,689 | 4,165 | + 168 |
| 6. Domains | | 1,476 | 1,471 | 1,472 | 1,807 | + 169 |
| 7. Lottery | | 201 | 201 | 414 | 4,124†† | .. |
| 8. Forests | | 2,408 | 2,591 | 3,440 | 3,862 | + 1,454 |

* A: rectified for 1900 so as to compare with previous years. (See note, p. 32.)
† Under the head of "Dotations and General Finance Control," the general finance control means, chiefly, the revenue derived from Prussia's share of the "assigned taxes" (Ueberweisungen) from the Empire (i.e., from customs, stamp, and certain excise duties) out of which the "matricular contributions," appearing on the expenditure side, for the maintenance of the Empire and its functions, are defrayed as far as possible. (See Annex 3, for full explanation.)
‡ Includes 980,939*l*., surplus over from 1870.
§ Includes 1,885,000*l*. from a loan to balance the estimates.
|| Includes 243,460*l*., surplus over from 1888.
¶ After deducting 930,939*l*. in 1872, for surplus over from 1870.
** Exclusive of 2,560,623*l*. for fees from law courts. In this year they were included under "General Finance Control."
†† Gross in 1900, net in previous years: so no comparison possible.

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Table 3.—INCREASED Yield over previous Year of Principal Branches of Prussian Revenue, in 1,000*l*.

| On — | 1896. | 1896. | 1897. | 1898. | 1899 (Estimated). | 1900 (Estimated). | Average for last five years, ending with 1900. |
|--|-------|-------|-------|-------|----------------------|----------------------|---|
| Total revenue | 2,980 | 4,789 | 6,798 | 6,860 | 6,937 | 7,399 | 6,546 |
| 1. State properties and taxes* | 1,724 | 4,768 | 6,198 | 5,818 | 5,557 | 5,940 | 5,555 |
| 2. Administrative receipts .. | 381 | 278 | 153 | 362 | 385 | 348 | 305 |
| 3. Dotations and general finance control† | 878 | 248 | 506 | 1,179 | 994 | 1,010 | 688 |
| 1. State railways | 3,853 | 3,328 | 4,447 | 3,725 | 3,815 | 3,937 | 3,853 |
| 2. Direct taxes.. .. | 1,811 | 251 | 469 | 558 | 636 | 761 | 535 |
| 3. Indirect taxes | 85 | 801 | 263 | 237 | 198 | 231 | 243 |
| 4. Forests | 717 | 313 | 189 | 343 | 235 | 275 | 269 |
| 5. Mines and salines | 90 | 519 | 679 | 640 | 724 | 888 | 690 |
| 6. Domains | .. ‡ | 9 | 19 | 2 | 31 | 13 | .. |
| 7. Other railways§ | 95 | 174 | 270 | 5 | 7 | 1 | .. |

* The change in inserting gross, instead of net, receipts from the lotteries was only made in 1898, so that in this table no allowance has to be made, as the comparison is only since 1896.
† The "assigned taxes" figure in these amounts which the Empire pays to Prussia.
‡ Under 1,000*l*.
§ Besides the State railways, the State derives profit from the Main-Neckar and Wilhelmshafen-Oldenburg Railways, as well as from a share in certain private lines.

Table 4.—DEVELOPMENT in Prussia of Chief Branches of Ordinary Expenditure, in 1,000*l*.

| Description. | 1872. | 1880. | 1890. | 1900 (Estimate). | Comparison of 1872 with 1900. £ |
|--|---------|--------|--------|---------------------|---------------------------------------|
| | £ | £ | £ | £ | |
| Total ordinary recurring expenditure | 27,118 | 36,573 | 84,125 | 111,666* | + 84,548 |
| <i>A. Taxes and State Properties, Total Expenses.</i> | | | | | |
| I. For administration of domains and forests | 1,469 | 1,784 | 2,087 | 2,316 | + 847 |
| II. " " direct and indirect taxes, lottery and mint | 1,399 | 1,778 | 2,261 | 2,592 | + 1,193 |
| III. " " mines and salines | 3,651 | 3,849 | 6,251 | 7,080 | + 3,439 |
| IV. For administration of— | | | | | |
| <i>a.</i> All railways, total expenses for | 4,715 | 6,951 | 28,828 | 41,409 | + 36,694 |
| <i>b.</i> For State lines only | 4,459 | 6,781 | 27,653 | 40,586 | + 36,077 |
| <i>B. Dotations and General Finance Control, Expenses for.</i> | | | | | |
| Interest on public debt | 2,478 | 3,122 | 10,046 | 11,537 | + 9,059 |
| Amortisation of public debt | 1,428 | 946 | 764 | 1,977 | + 549 |
| Matricular contributions to Empire | (2,599) | 1,978 | 9,149 | 16,015 | + ..† |
| <i>C. Expenses connected with Departmental Administration.</i> | | | | | |
| Ministry of Finance, total expenses for.. .. . | 1,422 | 1,773 | 2,804 | 4,984 | + 3,562 |
| <i>a.</i> For pensions, half-pay, &c.. .. . | .. | 822 | 1,642 | 3,183 | + 3,183 |
| Ministry of Public Works | .. | 849 | 1,181 | 1,583 | .. |
| <i>a.</i> Commerce and Industry | .. | 981 | 1,120 | 1,419 | .. |
| <i>b.</i> Cost of administration | 1,414 | 44 | 58 | 235 | .. |
| Ministry of Justice | .. | 15 | 88 | 281 | .. |
| <i>a.</i> Industrial schools, &c. | 2,318 | 4,129 | 4,508 | 5,469 | + 2,651 |
| Ministry of the Interior | 1,894 | 1,998 | 2,300 | 3,456 | + 2,062 |
| <i>a.</i> Agriculture, Domains, and Forests | 386 | 642 | 815 | 1,143 | + 757 |
| <i>b.</i> Worship and Education§ | 1,076 | 2,390\|\| | 4,812 | 6,979 | + 5,903 |

* As rectified for 1900 so as to compare with previous years. (See note, p. 82.)

† Not comparable.

‡ Includes 25,000*l* for porcelain manufactory.

§ See Table, p. 88, for development of expenditure on various branches of education.

|| Without 26,000*l*. for porcelain manufactory.

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Table 5.—DEVELOPMENT of Expenditure on Education in Prussia, in 1,000*l*.

| On— | 1871. | 1881. | 1891. | 1900 (Esti- mates). | Comparison of 1871 with 1900. |
|---|-------|-------|-------|---------------------------|-------------------------------------|
| | £ | £ | £ | £ | £ |
| Elementary education { A.* .. | 197 | 973 | 3,042 | 4,103 | + 3,906 |
| B.† .. | 13 | 31 | 43 | 179 | + 166 |
| Higher schools .. { A.. .. | 84 | 222 | 296 | 617 | + 533 |
| B. .. | 16 | 58 | 31 | 42 | + 26 |
| Provincial .. { A. .. | 11 | 25 | 28 | 41 | + 30 |
| B. .. | .. | .. | .. | .. | .. |
| Universities .. { A. .. | 181 | 280 | 394 | 511 | + 380 |
| B. .. | 33 | 96 | 174 | 193 | + 165 |
| Technical education { A. .. | 29 | 93 | 80 | 109 | + 80 |
| B. .. | .. | 92 | 3 | 42 | + 42 |
| Total on education { A. .. | 455 | 1,595 | 3,843 | 5,384 | + 4,929 |
| B. .. | 63 | 279 | 252 | 464 | + 401 |
| Industrial schools | .. | 15 | 88 | 281 | + 281 |
| Additional expenditure on religion and education combined, ordinary recurring expenses only† .. | 132 | 310 | 448 | 875 | + 743 |

* Ordinary recurring expenditure.

† Ordinary non-recurring expenditure.

‡ This expenditure is devoted to grants for the maintenance of church and school buildings, to the improvement of the position of the clergy of all denominations, to contributions for the support of widows and orphans, and to the commutation of surplice fees.

Annex 6.—DEVELOPMENT of Expenditure on the German Navy.

The first naval programme dates from soon after the foundation of the North German Confederation, when 5,625,000*l*. was asked for during the 10 years 1868 to 1877 for expenditure on so-called naval purposes (including the fortifying of certain ports) and of which only about 2,850,000*l*. was for ships and their armaments. The Imperial Government later asked for a further 5,319,000*l*. for the period 1873 to 1877. With the addition of this sum, what is known as the 1873 programme was carried out. And, according to a return laid before the Reichstag in 1884, of the total of nearly 11,000,000*l*. granted, 10,500,000*l*. had been spent by 1883 on naval objects of which, however, only 5,387,000*l*. appear to have been expended on men-of-war and their armaments. At this date the navy consisted of 7 armoured frigates and 5 armoured corvettes, 26 protected cruisers, 17 training ships, and 32 ships all told for coast defences, *i.e.*, 1 ironclad, 11 armoured gunboats, 11 torpedo boats, 4 ships for laying mines, 1 second-class gunboat, and 4 despatch boats. There were building, in

addition, 1 protected cruiser, 3 corvettes, 2 armoured gunboats, and 24 torpedo boats. From 1873 to 1896 some 20,000,000*l.* was spent on the navy: the ordinary non-recurring expenditure averaged 700,000*l.* a year from 1881 to 1889, and 1,575,000*l.* from 1889 to 1896. On November 30, 1897, a naval programme was laid before the Reichstag, which was characterised by the expenditure being fixed for a short term of years and not requiring the yearly approval of that House, so that the Empire could count upon possessing the proposed new strength of the fleet by 1904. It was considered desirable that the Government should be able to station abroad: 3 large cruisers in Eastern Asia and 1 on the South and Central American coasts, 10 small cruisers in Eastern Asiatic waters and 3 on the South and Central American coasts, and 4 gunboats—2 for East Asia and 2 for West Africa.

The aim of this Bill, as finally modified and passed, on April 10, 1898, was to obtain the following strength for the navy, apart from torpedo boats, torpedo boat destroyers, training ships, &c. :—

1. 17 ships of the line, 8 coast defence vessels, 9 large and 26 small cruisers as a fighting fleet ready for sea.

2. A further reserve of 2 ships of the line, and of 3 large and 4 small cruisers.

Of these, on April 1, 1898, there were already afloat or building: 12 line-of-battle ships, 8 coast ironclads, 10 large and 23 small cruisers.

The total cost for the six years 1898 to 1903 was not to exceed 20,445,000*l.* for non-recurring expenditure, being 17,835,000*l.* for the construction and armaments of the new ships and 2,610,000*l.* for other non-recurring expenses; the increase in the recurring expenditure would not be more than about 250,000*l.* a year.

A special clause provides that, should the sum total of recurring and special expenditure in the Admiralty Department exceed in any financial year the sum of 5,876,274*l.* and if the natural resources of the Empire do not suffice to cover the excess, such surplus shall not be covered by raising or adding to the indirect Imperial taxes, the burden of which falls on articles of universal consumption. The Government also declared that, if extra taxation had to be raised under this Bill, the Federated States of the Empire would take care that such taxation should fall on those best able to support it.

This Bill also provided that the successive Estimates shall contain provisions for the replacing of old by new ships, for it lays down the principle that means to this end shall be provided on the basis that the life of battleships and coast defence vessels is 25 years, and that of a large cruiser is 20 years, and that that of a small one is 15 years.

The Imperial Naval Bill, now before the Reichstag, comprises a very much more extended scheme for the navy. Roughly speaking, it may be said to demand the doubling of the strength of the German navy, as fixed under the Bill of two years ago.

The exact demands are thus formulated:—(1) The number of ships as fixed on April 10, 1898, are to be increased by the following vessels: 1 flagship and 2 squadrons of 8 line-of-battle ships each as well as 2 more vessels in reserve, 8 large and 15 small cruisers. (2) The former 1898 establishment is to be reduced by 2 divisions of 4 coast defence vessels each. (3) In the contemplated increase the 8 coast-defence vessels will count as line-of-battle ships until they are replaced. (4) Of the above increase, 6 large and 7 small cruisers are required for foreign service. (5) The first and second squadrons will form the active fighting fleet of 2 tactical units, and the third and fourth squadrons the reserve fighting fleet of 2 further tactical units. (6) Of the former, all the ships, and, of the latter, half the number of the line-of-battle ships and of cruisers are always to be kept in commission. (7) When manoeuvres take place the ships of the reserve fighting fleet shall be temporarily put in commission. (8) The funds required for this scheme will be fixed yearly in the Imperial Budget.

The total cost of this programme for the fleet alone, which it is supposed it will take 16 years to completely carry out, is put at 80,000,000*l.*, of which 30,150,000*l.* is to be raised by loans and 49,850,000*l.* is to come out of the ordinary yearly revenue. This expenditure is for the construction of ships (including the replacing of out-of-date vessels by new ones) and for their armaments. In addition, 13,050,000*l.* is to be spent on dockyards and harbours, of which 8,282,000*l.* will come out of loans and 4,768,000*l.* out of the ordinary revenue. The grand total asked for from 1901 to 1916 is, therefore, 93,050,000*l.*, of which 38,432,000*l.* is to be met out of loans year by year, and 54,618,000*l.* out of the revenue during those 16 years: there will, in addition be an increased current expenditure for the maintenance of the navy, for the naval pension fund, and for the interest on loans.

The general ordinary recurring expenditure for the navy will, if this Bill is carried in its present form, be 7,040,000*l.* in 1901, rising to 15,313,500*l.* in 1916. The items in the 1901 total will, according to the proposal, consist: (1) of 3,995,500*l.* for the ordinary current expenses of the maintenance of the navy; (2) of the newly-authorised 1,885,000*l.* for building new ships and their armaments, to be defrayed out of revenue; (3) of 760,500*l.* for the newly authorised interest on loans contracted for the construction of new vessels and their armaments, as well as for dockyards and harbours; (4) of 200,500*l.* for dockyards and harbours to be defrayed out of revenue; (5) of 198,500*l.* for the increased Naval Pension Fund. By 1916, these items respectively will have risen to: (1) 8,135,500*l.*; (2) 4,344,000*l.*; (3) 1,969,000*l.*; (4) 396,500*l.*; (5) 468,500*l.* The average yearly increase of the whole ordinary expenditure for the navy will be, therefore, about 556,500*l.* The increase over the immediately preceding year for 1901 will be 628,000*l.*, falling to 465,500*l.* in 1916. But the relative proportions, that it

is now proposed to raise out of revenue and loans respectively, may be altered if circumstances require it. Three large and three small vessels are to be put on the stocks every year.

This new programme will necessitate an increase of 35,551 officers and men for the navy for the manning of the new men-of-war which will all be completed and commissioned by 1920. This makes an average of 1,776, including 60 officers and 4 marine engineers each year.

If the whole of the new naval plan be carried out there will in 1920 be a German navy of the following strength: 38 line-of-battle ships, 20 large and 45 small cruisers. This is without counting great numbers of torpedo boats of all kinds, gunboats, training ships, &c.

Annex 7.—REVENUE, Debt, and Matricular Contributions of the Federated States in 1899, in 1,000*l*.

| State. | Total Ordinary Revenue.* | Debt.* | Contributions to Empire. |
|---------------------------------------|--------------------------------|-----------|-----------------------------|
| | £ | £ | £ |
| Prussia | 116,314 | 325,282 | 14,902 |
| Bavaria | 18,967 | 71,759 | 2,736 |
| Saxony | 11,852 | 38,672 | 1,773 |
| Baden | 7,055 | 16,288 | 818 |
| Wurtemberg | 4,074 | 24,258 | 984 |
| Hesse | 1,871 | 12,099 | 485 |
| Mecklenburg-Schwerin† | (?) 1,531 | (?) 5,594 | 279 |
| Saxe-Weimar | 523 | 97 | 158 |
| Mecklenburg-Strelitz | (?) .. | (?) .. | 47 |
| Oldenburg | 579 | 2,804 | 174 |
| Brunswick | 872 | 956 | 203 |
| Saxe-Meiningen | 381 | 434 | 109 |
| Saxe-Altenburg | (?) 228 | (?) 44 | 84 |
| Coburg and Gotha‡ | 149 | 146 | 101 |
| Anhalt | 1,320 | 350 | 137 |
| Schwarzburg-Sonderhausen | 149 | 162 | 36 |
| Schwarzburg-Rudolstadt | 139 | (?) 194 | 41 |
| Waldeck | 77 | 98 | 27 |
| Reuss (elder line) | 77 | (none) | 31 |
| Reuss (younger line) | 136 | 52 | 62 |
| Schaumburg Lippe | 50 | 24 | 19 |
| Lippe | 67 | 68 | 63 |
| Lubeck .. } Hanse towns { | 244 | 930 | 38 |
| Bremen .. } | 1,168 | 6,929 | 91 |
| Hamburg .. } | 4,065 | 17,265 | 318 |
| Alsace-Lorraine (Reichsland) | 2,887 | 35 | 774 |
| Prussia alone | 116,314 | 325,282 | 14,902 |
| All the other States together | 58,461 | 199,253 | 9,583 |
| Grand total | 174,775 | 524,535 | 24,485 |

* The above totals are merely approximately correct.

† Has a State railway.

‡ Revenue for Coburg, 47,142*l*., and for Gotha, 102,628*l*. Debt for Coburg, 138,915*l*., and for Gotha, 7,328*l*.

On the basis of the above table for 1899, one can estimate fairly accurately the total revenue of all Germany in 1900. The Prussian Estimates for the current year are 123,613,300*l*. To this add the 1899 total for all the remaining Federated States, *i.e.*, 58,461,000*l*., plus 4 per cent. for probable increase from 1899 to 1900, *i.e.*, 2,338,000*l*. We thus arrive at a possible total revenue of 184,412,000*l*. for the year 1900 for all German Federated States together.

As to the debt of the whole of Germany, it may roughly be put at 329,584,000*l.* for Prussia (1900 figures), *plus* the 199,253,000*l.* (1899 figures) for the remaining States, making a total of 528,837,000*l.* altogether.

Annex 8.—COMPARISON of Revenue of Germany with that of the United Kingdom, Russia, and France in 1900.

| Countries. | 1900 Estimates. — Total Ordinary Revenue. | 1900. — Proportion of State to Private Lines. | 1900. — Estimated Gross Receipts from State Railways only. | 1900. — Roughly Estimated Ordinary Revenue, without State Railways. |
|----------------|--|---|---|---|
| | £ | £ | £ | £ |
| Germany.. .. | 224,033,000* | In Prussia 97 % | 94,700,000† | 129,300,000 |
| France | 138,709,000 | Roughly $\frac{1}{2}$ th | 1,978,000‡ | 136,731,000 |
| Russia | 169,547,000 | „ $\frac{1}{3}$ rd | 40,000,000§ | 129,547,000 |
| United Kingdom | 116,900,000\|\| | None | None | 116,900,000 |

* See Annex No. 7, and p. 7 of this Report.

† This sum from the various railways in Germany, belonging to the State, is calculated as follows:—The 1900 Estimates figures are taken for those in Prussia, 68,198,367*l.*, and for the lines belonging to the Empire in Alsace-Lorraine, 4,308,750*l.*; making together 72,507,117*l.* Then the 1898 final figures (latest obtainable) are quoted for the following States, &c.: Bavaria, 7,649,516*l.*; Saxony, 6,811,327*l.*; Baden, 3,355,831*l.*; Wurtemberg, 2,634,296*l.*; the Mecklenburg-Friedrich-Franz State Railway, 569,898*l.*; Military lines, 20,197*l.*; and the Weimar line, 9,633*l.* These together sum up to 20,550,698*l.*; and to this amount is added 1,644,000*l.* (or some 8 per cent. for the probable increase during the period 1898–1900). We thus obtain, for 1900, an estimated total of 94,700,000*l.* for the gross receipts from all State lines in Germany.

‡ The gross receipts of the French State lines (final accounts for 1899) were 1,902,000*l.* To this sum is added 76,000*l.* (or about 4 per cent. for the probable increase from 1899–1900); the estimated total, thus, is 1,978,000*l.*

§ The gross receipts of the Russian State Railways (final accounts for 1898) were 37,043,000*l.* To this sum is added 2,957,000*l.* (or about 8 per cent. for the probable increase from 1898–1900); the estimated total, therefore, becomes 40,000,000*l.*

|| According to the Chancellor of the Exchequer's statement to Parliament on March 5, 1900; without including the new taxation for the war in South Africa.

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DIPLOMATIC AND CONSULAR REPORTS.

GERMANY.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF POMERANIA.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2345.

Presented to both Houses of Parliament by Command of Her Majesty,
APRIL, 1900.

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*Report on the Trade and Commerce of Pomerania for the Year
1899*

By MR. CONSUL BERNAL.

(Received at Foreign Office, April 4, 1900.)

The export trade of Stettin during 1899 again shows a very *Commerce.* important increase. The export by sea amounted to 882,545 tons; 742,612 tons in 1898, and 707,044 tons in 1897. (See table.)

The import trade, on the contrary, shows a marked decrease, caused principally by the smaller import of coal, owing to high prices ruling, and the decrease of 70,000 tons in the quantity of ice imported, the plentiful local supply being amply sufficient to meet the demand.

The totals of the shipping trade show a slight falling-off, but *Shipping.* taking into consideration the decrease in the import trade, mentioned above, the number and tonnage of shipping may be considered satisfactory. 4,635 vessels of 1,317,216 registered tons visited the port in 1899, against 4,670 vessels of 1,384,124 registered tons in 1898.

British shipping again shows a decrease both in the number of vessels and in tonnage, viz., 368 vessels of 287,048 registered tons in 1899, against 430 vessels of 287,208 registered tons in 1898, a decrease of 62 vessels and 160 register tons, while the decrease in 1898, as compared with 1897, was 91 vessels and 87,865 registered tons).

The greatest falling-off is shown in the number and tonnage of steamers engaged in the coal trade, there being a decrease of 42 vessels of 28,211 registered tons. There is, however, an increase of over 100 tons in the average registered tonnage of the vessels engaged in this trade during the past year. It is worthy of notice that whereas 408,522 tons of coal were imported from the United Kingdom in 1899 only 166,815 tons were carried by British steamers, which appear to be unable to compete successfully against the ever-increasing competition of vessels under the Norwegian, Danish, and German flags. (A return showing the nationality of all vessels engaged in the coal trade to Swinemünde is given at page 50, Annex G.)

Small Norwegian and Swedish steamers have to a large extent taken the place of British vessels in the carriage of herrings from
(536)

Scotland to this port; during the past year 17 British vessels (11 steam and 6 sailing) arrived with full cargoes of herrings, against 56 Norwegian and 15 Swedish vessels; out of 392,984 barrels imported from Scotland only 152,600 were carried in British vessels.

Herrings.

The total import of herrings to Stettin amounted in 1899 to 528,355 barrels, against 596,302 barrels in 1898, the decrease being ascribed to unfavourable weather and to the fact that the fish failed to visit the fishing grounds in such large shoals as is usually the case; moreover the quantity cured and packed for export on the East Coast of Scotland is estimated at about one-half that of 1898, and the Lewis catch was also very small. The large catches on the East Coast of England compensated for the Scotch deficiency.

TABLE showing Total Import of Salted Herrings to Stettin during the Years 1899-95.

| | Quantity. | | | | |
|--------------------------------|-----------|----------|----------|----------|----------|
| | 1899. | 1898. | 1897. | 1896. | 1895. |
| | Barrels. | Barrels. | Barrels. | Barrels. | Barrels. |
| Old Scotch herrings | 7,699 | 3,960 | 8,363 | 13,660 | 1,178 |
| New Scotch— | | | | | |
| Matjes | 17,834 | 16,764 | 31,330 | 16,148 | 21,041 |
| Crownfulls | 39,472 | 113,315 | 28,941 | 43,690 | 74,090 |
| Fulls | 102,763 | 93,005 | 72,800 | 72,499 | 83,445 |
| Crownmatfulls | 41,784 | 71,760 | 31,411 | 80,760 | 60,291 |
| Medium and masties | 125,475 | 77,728 | 69,320 | 72,583 | 99,289 |
| Crownmatties | 12,638 | 27,870 | 9,763 | 16,141 | 23,483 |
| Spents | 35,100 | 11,619 | 7,848 | 7,957 | 16,900 |
| Tornbellies | 10,819 | 2,217 | 2,919 | 2,113 | 2,907 |
| Total | 392,984 | 418,138 | 262,695 | 325,551 | 392,574 |
| Dutch herrings | 24,035 | 54,268 | 45,831 | 51,295 | 45,348 |
| Old Norwegian fat herrings ... | 14,091 | 14,153 | 6,823 | 24,773 | 7,437 |
| New " " " " " " " " " " | 59,405 | 53,998 | 192,265 | 50,816 | 93,679 |
| Norwegian slice and vaar ... | 27,333 | 38,390 | 60,558 | 5,664 | 4,942 |
| Swedish herrings | 10,507 | 17,355 | 7,599 | 45,569 | 69,814 |
| Grand total | 528,355 | 596,302 | 575,771 | 503,668 | 603,894 |

STOCKS on Hand at Stettin.

| | On January 1— | |
|---------------------------|---------------|----------|
| | 1900. | 1899. |
| | Barrels. | Barrels. |
| Scotch herrings | 60,752 | 49,351 |
| Norwegian " " " " " " " " | 18,955 | 17,758 |
| Dutch " " " " " " " " | 1,530 | 9,170 |
| Swedish " " " " " " " " | 13 | 395 |
| Total | 81,250 | 76,674 |

Prices for Old Herrings at the beginning of the undernoted Months.

| | | Prices in Marks. | | | | | | |
|-----------------|----|------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| | | January. | February. | March. | April. | May. | June. | July. |
| Scotch— | | | | | | | | |
| Crownlargefulls | .. | 25 | 28 | 28 to 29 | 29 | 31 to 34 | .. | .. |
| Crownfulls .. | .. | 23 to 23½ | 24 to 24½ | 25 26 | 25½ to 26 | 29½ 34 | .. | .. |
| Crownmatfulls | .. | 23 | 25 25½ | 27 | .. | .. | .. | .. |
| Crownmatfies | .. | 20 | 21 | 22 | 22 | .. | .. | .. |
| Crownspents.. | .. | 17 to 18 | 18 to 19 | 20½ | .. | .. | .. | .. |
| Norwegian— | | | | | | | | |
| KKK | .. | 22 23 | 23 24 | 23 to 24 | 23 to 23½ | 23 to 23½ | 23 to 23½ | 23½ to 24 |
| KK | .. | 22½ 24 | 23 24½ | 24 24½ | 24 24½ | 24 24½ | 24 24½ | 24 25 |
| K | .. | 24 25 | .. | 25 | 25 26 | 25 26 | 26 26 | 26 28 |
| Swedish— | | | | | | | | |
| Fulls.. | .. | .. | 22 23 | 22 to 23 | 23 | 23 | 23 | 23 |
| Medium fulls | .. | .. | 21 22 | 22 23 | 23 to 24 | 23 to 24 | 23 to 24 | .. |
| Matfies | .. | .. | 15 16 | 16 18 | 17 18 | 17 18 | 17 18 | .. |
| Spents | .. | .. | 12 14 | 12 15 | 12 15 | 13 16 | 13 16 | .. |
| Dutch— | | | | | | | | |
| Superior | .. | .. | 27 | 27 | 27 | 28 31 | .. | .. |
| Prima full | .. | 23 to 23½ | 25 to 25½ | 25 to 25½ | 25 | 27 28 | .. | .. |
| Small full | .. | 22 23 | 24 24½ | 24 24½ | 24 to 24½ | 24½ 25 | .. | .. |
| Spents | .. | .. | 18½ | 19 19½ | 19 19½ | .. | .. | .. |

STETTIN.

PRICES for New Herrings at the end of the undernoted Months.

| Prices in Marks. | | | | | | | | | | | |
|------------------|----|----|----|----------|----------|----------|------------|----------|-----------|-----------|--|
| | | | | June. | July. | August. | September. | October. | November. | December. | |
| Shetland— | | | | | | | | | | | |
| Large fulls .. | .. | .. | .. | 46 to 47 | 30 to 38 | 44 to 45 | 43 to 44 | 45 | .. | .. | |
| Fulls .. | .. | .. | .. | 40 45 | 28 30 | 42 43 | 41 42 | 43 to 44 | .. | .. | |
| Medium fulls .. | .. | .. | .. | 30 32 | 26 28 | 40 42 | 39 40 | .. | .. | .. | |
| Matties .. | .. | .. | .. | 27 28 | 24 26 | 38 39 | 35 | .. | .. | .. | |
| Scotch— | | | | | | | | | | | |
| Crownlargefulls | .. | .. | .. | .. | .. | 46 | 45 to 46 | 46 | 45 to 45½ | 45 | |
| Crownfulls .. | .. | .. | .. | .. | .. | 44 to 45 | 45 46 | 45 to 46 | 45 | 44 to 45 | |
| Crownmatfulls | .. | .. | .. | .. | .. | 42 43 | 40 41 | 40 40½ | 38 to 39 | 37 38 | |
| Crownmaties | .. | .. | .. | .. | .. | 38 39 | 37 38 | 37 | 35 35½ | 34 35 | |
| Crownpenta.. | .. | .. | .. | .. | .. | 35 36 | 34½ | 34 | 32½ | 32 | |
| English— | | | | | | | | | | | |
| Fulls .. | .. | .. | .. | .. | .. | .. | 39 to 40 | 38 to 40 | 38 to 35 | 33 to 35 | |
| Medium fulls | .. | .. | .. | .. | .. | .. | 37 38 | 35 36 | 28 30 | 29 31 | |
| Matties .. | .. | .. | .. | .. | .. | .. | 34 36 | 33 34 | 25 26 | 25 27 | |
| Dutch— | | | | | | | | | | | |
| Superior | .. | .. | .. | .. | .. | 43 | 46 47 | 46 | .. | .. | |
| Prima full | .. | .. | .. | .. | .. | 41 | 44 45 | 43 to 44 | 40 | 37 to 38 | |
| Small full .. | .. | .. | .. | .. | .. | 40 | 43 | 42 43 | 38 | 35 36 | |
| Norwegian— | | | | | | | | | | | |
| KKK and KK | .. | .. | .. | .. | .. | 52 | 44 to 50 | 46 48 | 44 to 47 | 43 46 | |
| K .. | .. | .. | .. | .. | .. | 45 to 50 | 35 41 | 40 44 | 40 43 | 40 43 | |
| MK .. | .. | .. | .. | .. | .. | 35 41 | 26 30 | 30 34 | 80 83 | 80 83 | |
| M .. | .. | .. | .. | .. | .. | 30 35 | 15 17 | 22 26 | 20 24 | 20 24 | |

During the past year a considerable number of requests for names of firms and persons engaged in various industries were received at this Consulate from the United Kingdom. It is, however, most unusual for the applicant to be desirous of obtaining a sale for British products, the application being nearly always for the names of exporters of various products (chiefly chemicals) with a view to purchase. In the opinion of persons, both British and German, who are in a position to judge, many British commodities (the most important of which are mentioned in my last commercial report*) would find a ready sale here were they once introduced. I regret to state that I have had only four applications in the last twelve months from firms desiring to be placed in communication with agents here; in two instances I have been informed by the agents that the goods were "unsuitable;" this perhaps may apply to price, terms, mode of payment, &c., rather than to the articles themselves.

The retail prices of photographic plates and paper are considerably (25 per cent. to 150 per cent.) higher than in the United Kingdom, and were these articles offered in the standard sizes in use here there is no apparent reason why a ready sale should not be met with. There are now British, American, and French photographic appliances on the market. The duty on plates is 24 marks (1*l.* 3*s.* 8*d.*) per 100 kilos., and on paper 10 marks (9*s.* 10*d.*) per 100 kilos.

The prices charged for stationery are most exorbitant, in some qualities and sizes the price is fully 100 per cent. and even 200 per cent. higher than that charged in London. Many of the better kinds bear water-marks of English words and are sold as English. Note paper and envelopes in fancy cardboard boxes command a ready sale. The duty is at the rate of 6 marks (5*s.* 11*d.*) per 100 kilos. on paper, and 12 marks (11*s.* 10*d.*) per 100 kilos. on envelopes.

With reference to the extension of British trade in this Consular district, I am most ready to give intending exporters information, and every assistance in my power, both as regards suitable agents or purchasers, and procuring information. I would, however, point out that the great majority of requests for assistance are worded in a most vague manner, no definite questions being asked; in many instances, terms, prices, description of goods, &c., are omitted, and thus it is almost impossible to give details to agents or purchasers, and the reply sent to the inquirer is therefore indefinite and unsatisfactory. Particulars of goods, prices, &c., drawn up so that they can be placed before interested parties, would greatly facilitate the attainment of the object in view.

My attention has been called to the fact that commercial travellers representing three large British houses called, during 1899, on one of the shipbuilding firms here with a view to obtaining orders for materials. These travellers spoke no German whatever, and a person speaking both languages from one of the

* No. 2345, Annual Series.

shipyards had to accompany them in order to interpret. To this, and similar circumstances, may be ascribed the paucity of British products sold here.

Deepening
the fairway.

A considerable improvement has been made during the past year in the depth of water in the fairway between Swinemünde and Stettin, and an appreciable reduction in the expenses of vessels trading to Stettin results therefrom. Formerly the maximum draught allowed was 18 feet, this has now been increased to 19 feet 6 inches, the length of vessels compelled to employ a tug has also been increased from 262 to 295 feet.

These alterations are calculated to affect the expenses of a steamer as follows :—

A steamer with a cargo of iron ore drawing 19 feet 4 inches and 278 feet in length, has hitherto had to lighten at Swinemünde and to employ a tug to and from Stettin at a cost of—

| | Amount. |
|---|---------|
| | Marks. |
| Lightening, 320 tons at 75 pf. | 240 |
| Lighter freight to Stettin, 320 tons at 140 pf. | 448 |
| Tug to and from Stettin | 220 |
| Total | 908 |

There will moreover now be a considerable saving in time.

New
regulations
for the fair-
way between
Swinemünde
and Stettin.

The improving and deepening of the waterway between Swinemünde and Stettin are so far advanced that only on the southern part of the Haff, to the north of a line between Ziegenort and Köpitz, does there remain a part with a depth of less than 20 feet 6 inches. This part is marked on the south by the Haff buoy, and on the north by a spar buoy with a black and white flag, and is to the north of the dredgers at work there.

Vessels with a draught of 19 feet 6 inches can now pass this shallow part (caused by the deposit of soft mud) when the water is at its average height, and the President of Pomerania has issued the following orders respecting the draught of, and assistance required by, steamers passing between Swinemünde and Stettin :—

(1) At the request of shipowners, shipmasters, or of their representatives, the pilot officers at Swinemünde and Stettin are authorised to allow at their discretion the passage through the Stettin-Swinemünde fairway of steamers whose draught exceeds by 18 inches that fixed by the ordinance of December 4, 1878.

The conditions under which this permission is granted are the following :—

(a) The authorities do not guarantee that the steamer will be able to pass the shallows, neither can the pilot be made answerable for the grounding of the steamer.

(b) The steamer has to have the assistance of one additional strong tug boat to those required under the old regulations.

(c) When passing the shallow part of the Haff, the steamer has to hoist two black balls or objects 26 inches in diameter and at least $6\frac{1}{2}$ feet apart (vertically) at the fore port shrouds at least 19 feet 6 inches above the deck during the day. During the night two red round lanterns are to be hoisted in a similar manner (Kuppellaternen).

These balls and lanterns are to indicate that the vessel does not steer well, and therefore cannot give way to other vessels.

(d) A vessel proceeding in a northerly direction from the buoy (Tonne) marked with a black and white flag has to keep the fairwater indicated by buoys (Tonnen). Vessels may only enter or leave this part of the fairway at the point marked by a black and white flag.

(2) The pilot officers at Swinemünde and Stettin can allow vessels less than 295 feet in length to pass up the river without the assistance of a tug. But according to the ordinance of December 4, 1878, it is left to the discretion of the said pilot authorities, whether a steamer under 295 feet in length may pass up to Stettin without the assistance of one or more tugs.

Since the opening of the new free harbour traffic has developed fairly well, and gives promise, if the projected new waterway between the Oder and Berlin, giving access to the upper Elbe, is once carried through, that a further extension of this harbour will be necessary. New free harbour.

Shipbuilding is the most important industry here, and continues to develop with increasing vigour. During the past year 30 vessels were delivered, and at the present time (January, 1900) there are 31 vessels in course of construction; this alone will give an idea of the vast progress which has taken place in the last few years. There are at present five vessels of 16,340 tons and 41,100 I.H.P., building for non-German Governments or owners. Tabulated lists of particulars of vessels delivered during 1899, and also of vessels now building are given herewith.

With reference to the rapid development of German mail and passenger transport, for which services many of the finest steamers were built in Stettin, it is of interest to note that the Nord Deutscher Lloyd Company has lately acquired a sailing vessel for the purpose of training officers for their fleet of steamers. The company was induced to take this step on account of the scarcity of highly educated officers, and in order to encourage young men of good families to adopt the sea as a profession. The four-masted barque "Albert Rickmers" has been bought and will be converted into a training vessel after the alterations have been completed, and she will be re-christened "Herzogin Sofie Charlotte," and will trade to various parts of the world. Besides the captain, two mates, one physician, and two teachers, there will be accommodation for 60 to 80 cadets. The cadets are to receive lessons on all theoretical maritime subjects, as well as in German, English, mathematics, and nautical science. The training will lie in the hands of two teachers, the one teaching the practical, and the other the theoretical part. The cadets will be so instructed Shipbuilding.

on board that on leaving the vessel they will be in a position to pass the examination for mate. After three years on the sailing vessel the cadets are to serve for one year on board one of the North German Lloyd's liners as junior officers, in order to obtain experience. 600 marks (30*l*.) will be charged yearly for training, tuition, board, and outfit. This sum may be considered very moderate, and within the means of the better classes. Over 400 applications have already been received of which 100 have been chosen for a closer election.

SHIPBUILDING at Stettin during the Year 1899. Ships Built and Delivered.

| Name of Vessel. | Registered Tonnage. | | I.H.P. | Description. | Port of Registry. | Builder. |
|------------------------------------|---------------------|-------|--------|-------------------------|-------------------|---------------|
| | Gross. | Net. | | | | |
| Kaiserin Maria Theresia (ex-Spree) | 8,285 | 3,014 | 16,000 | Twin-screw mail steamer | Bremen | Vulcan |
| Patricia | 13,298 | 8,382 | 5,300 | Twin-screw mail steamer | Hamburg | Vulcan |
| König Albert | 10,642 | 6,580 | 9,000 | Twin-screw mail steamer | Bremen | Vulcan |
| Karlruhe | 637 | 371 | 300 | Cargo steamer | Stettin | Oderwerke |
| Senior | 303 | 187 | 180 | Cargo steamer | Stettin | Oderwerke |
| Glückauf. | 31 | .. | 140 | Steam tug | Lehnin | Oderwerke |
| Luisa | 27 | .. | 110 | Steam tug | Stettin | Oderwerke |
| Stengow | 100 | .. | .. | Lighter | Zülchow | Oderwerke |
| Viadra | 947 | 578 | 500 | Cargo steamer | Stettin | Oderwerke |
| Heinrich | 32 | .. | 140 | Steam tug | Spandau | Oderwerke |
| Otonis | 20 | .. | 80 | Steam tug | Pölitz | Oderwerke |
| Emil Berenz | 755 | 377 | 600 | Cargo steamer | Danzig | Oderwerke |
| Erich | 32 | .. | 140 | Steam tug | Altenplathow | Oderwerke |
| Harald | 24 | .. | 110 | Steam tug | Brealau | Oderwerke |
| Hans Joachim v. Zieten | 34 | .. | 140 | Steam tug | Rathenow | Oderwerke |
| Mecklenburg | 137 | 72 | 180 | Cargo steamer | Stettin | Nüske and Co. |
| Anclam | 141 | 75 | 160 | Cargo steamer | Stettin | Nüske and Co. |
| Franz Lamsert | 513 | 299 | 340 | Cargo steamer | Stettin | Nüske and Co. |
| Hellmuth | 806 | 495 | 600 | Cargo steamer | Stettin | Nüske and Co. |
| Emil | .. | 10 | 90 | Steam tug | Stettin | Nüske and Co. |
| Fürstenberg | .. | 106 | 80 | Cargo steamer | Fürstenberg i/M | Gustav Koch |
| Concordia | .. | 10 | 80 | Steam tug | Charlottenburg | Gustav Koch |
| Voldampf | .. | 20 | 120 | Steam tug | Bromberg | Gustav Koch |
| Bulgaria | .. | 355 | .. | Lighter | Brealau | Gustav Koch |
| Anna | .. | 163 | .. | Lighter | Hamburg | Gustav Koch |
| .. | .. | 370 | .. | Lighter | Techichernig | Gustav Koch |
| .. | .. | 283 | .. | Lighter | Hamburg | Gustav Koch |
| Willy | 48 | .. | 180 | Steam tug | Spandau | Oderwerke |
| Fritz | 24 | .. | 110 | Steam tug | Spandau | Oderwerke |
| Herold | 20 | .. | 80 | Steam tug | Wolfsdorf | Oderwerke |

STETTIN.

11

Work on Hand at the Stettin Shipbuilding Yards in January, 1900.

| Name or Number. | Gross Reg. Tons. | I.H.P. | Description. | Port of Registry. | Builder. |
|-----------------|---------------------|--------|---|---------------------|---------------|
| Yakumo .. | 6,600 | 16,000 | Twin-screw armour-plated cruiser .. | Japanese Government | Vulcan |
| Hamburg .. | 10,660 | 9,000 | Twin-screw mail steamer .. | Hamburg .. | Vulcan |
| Deutschland .. | 16,000 | 36,000 | Twin-screw mail steamer .. | Hamburg .. | Vulcan |
| 245 .. | 11,000 | 9,000 | Twin-screw mail steamer .. | Bremen .. | Vulcan |
| 246 .. | 11,000 | 9,000 | Twin-screw mail steamer .. | Hamburg .. | Vulcan |
| 247 .. | 4,600 | 20,000 | Twin screw protected cruiser.. | Russian Government | Vulcan |
| 248 .. | 8,000 | 15,000 | Treble-screw battleship .. | German Government | Vulcan |
| 249 .. | 14,800 | 32,000 | Twin-screw mail steamer .. | Bremen .. | Vulcan |
| Rhenania .. | 1,360 | 650 | Cargo steamer .. | Stettin .. | Oderwerke |
| 508 .. | 640 | 1,100 | Freight and passenger steamer | Trieste .. | Oderwerke |
| 509 .. | 96 | .. | Lighter .. | German Government | Oderwerke |
| 510 .. | 21 | 110 | Steam tug .. | Woltersdorf .. | Oderwerke |
| 511 .. | 24 | 110 | Steam tug .. | Berlin .. | Oderwerke |
| 512 .. | .. | .. | Ponton .. | German Government | Oderwerke |
| 513 .. | 345 | .. | Sea lighter .. | Hamburg .. | Oderwerke |
| 514 .. | 345 | .. | Sea lighter .. | Hamburg .. | Oderwerke |
| 515 .. | 92 | .. | Lighter .. | German Government | Oderwerke |
| 516 .. | 345 | .. | Sea lighter .. | Hamburg .. | Oderwerke |
| 517 .. | 345 | .. | Sea lighter .. | Hamburg .. | Oderwerke |
| 518 .. | 180 | 400 | Pilot steamer .. | German Government | Oderwerke |
| 519 .. | 2,800 | 2,000 | Twin-screw freight and passenger steamer .. | Russian Government | Oderwerke |
| 520 .. | 2,300 | 2,000 | Twin-screw freight and passenger steamer .. | Russian Government | Oderwerke |
| .. | 947 | 500 | Cargo steamer .. | Stettin .. | Oderwerke |
| 30 .. | .. | 130 | Passenger steamer .. | Stettin .. | Nüske and Co. |
| 106 .. | .. | 275 | Cargo steamer .. | Kiel .. | Nüske and Co. |
| 109 .. | .. | 750 | Cargo steamer .. | Stettin .. | Nüske and Co. |
| 110 .. | .. | 160 | Steam tug .. | Stettin .. | Nüske and Co. |
| 111 .. | .. | 70 | Steam tug .. | Kratzwick .. | Nüske and Co. |
| 87 .. | 200 | .. | Lighter .. | Hamburg .. | Gustav Koch |
| 88 .. | 300 | .. | Lighter .. | Aufhult .. | Gustav Koch |
| 89 .. | 350 | .. | Lighter .. | Zerper-schleuse .. | Gustav Koch |

The trade with Stettin by sea was still in full swing at the beginning of December, when, after only a few days of hard frost, the waterway between Swinemünde and Stettin was frozen up, so that the three ice-breakers had to be called into requisition on December 13. The only effect on those interested was the necessity of calculating the ice-breaker dues, otherwise the traffic was but slightly impeded by ice. The ice-breakers, which have been in operation for the last 11 years, have succeeded so well, and the confidence put in them is so great, that Stettin is looked upon as an open port in winter, and can only be blocked if the ice gets 'set in the Baltic, preventing the vessels from reaching Swinemünde. This would at the same time close all the Baltic ports as well as Hamburg. Trade was only slightly reduced by the cessation of river traffic which was cut off suddenly by ice. Even in a mild winter traffic with barges is discontinued for several months, as there is always the danger of the barges being frozen up and damaged, and the Finow Canal and Oder-Spree (Elbe) Canal are closed from January 1 to March 1. Stettin has gained considerably as a transit port through the opening of the free harbour (October, 1898), and as this harbour can be enlarged at any time, the increase is likely to be permanent. The gross earnings of the three ice-breakers amounts to 300,000 marks (15,000*l.*), and their expenses to 70,000 marks (3,500*l.*). They are thus a source of considerable revenue to the town of Stettin, to whose Corporation they belong. The number of vessels which received the assistance of the ice-breakers amounted to 787, of which 388 were outward and 399 inward bound.

The manufacture of ready-made clothing has, after going through many stages, become one of the most important industries at Stettin, giving employment to some thousands of persons, the greater number of whom would find it difficult to make a living in any other way. For instance, thousands of women and girls are able to earn a respectable livelihood, and are allowed to make clothes at their homes. Even the wives of Government officials earning small salaries, employ their spare time in sewing for the manufacturers. The year's production of ready-made clothing amounted to about 30,000,000 marks (1,500,000*l.*), and about 5,000,000 marks (250,000*l.*) were paid in wages. Forty firms are engaged in this industry at Stettin, giving employment to about 10,000 hands. A good tailor receives from 30 to 35 marks (1*l.* 9*s.* 7*d.* to 1*l.* 14*s.* 6*d.*) per week; a woman or girl from 16 to 25 marks (15*s.* 9*d.* to 1*l.* 4*s.* 8*d.*) per week. The materials for ready-made clothing are manufactured at Cottbus, Forst, Gladbach, Aachen, and Krimitschau. The principal towns employed in this industry are Stettin, Berlin, Breslau, and Aschaffenburg, the latter being celebrated for cheap clothing. Stettin takes the lead in this industry. The wholesale prices for men's ready-made clothing average from 15 to 45 marks (14*s.* 9*d.* to 2*l.* 4*s.* 5*d.*), and for children's clothing from 2 marks 50 pf. to 15 marks (2*s.* 5*d.* to 14*s.* 9*d.*). The larger part of the output is disposed of

Ice breakers.

Manufacture
of ready-
made clothing
at Stettin.

in Germany, but large parcels are also exported to Scandinavia and South Africa. The export to the United Kingdom is small. Only small quantities of cloth for ready-made clothing are imported from the United Kingdom, owing to the high prices. English cloth is chiefly used for clothes ordered to measure.

Grain trade. The importations of grain into the German Zollverein have been :—

| Year. | | | | | | Quantity. |
|-------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| 1898 | .. | .. | .. | .. | .. | 5,831,209 |
| 1899 | .. | .. | .. | .. | .. | 5,183,366 |

The quantities exported have been—

| Year. | | | | | | Quantity. |
|-------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| 1898 | .. | .. | .. | .. | .. | 341,947 |
| 1899 | .. | .. | .. | .. | .. | 421,781 |

This shows that the home supply has been considerably larger in 1899 than in the preceding year. In fact, the two crops from which that supply was drawn exceeded the largest yields ever known before, and that of 1899 was, at least in Pomerania and the adjoining provinces, still more abundant than that of the preceding year. It is therefore not surprising that Stettin should have imported less grain by sea and exported more than in 1898. There are, besides, other circumstances to account for the decrease in imports of foreign grain. Owing to short and irregular crops in Russia, the supplies from that quarter have been unusually small, and an ever-increasing percentage of the Russian grain imported for Berlin and the Upper Elbe, now reaches its destination by way of the Baltic Canal to Hamburg, and thence by barge to Berlin, &c., the sea freights to Hamburg being the same, or nearly so, as to Stettin, and the barge freight from Hamburg even frequently lower. On the other hand, there has been a considerable falling-off in the supplies of American maize imported to Stettin, while importations of this product into Hamburg have gone up from 832,000 tons to 934,000 tons. This large decrease in Stettin is explained by the fact that the freight from America to Stettin has, in the second half of the year, been 7s. to 9s. per ton higher than to Hamburg, the regular difference having previously never exceeded 4s. As a matter of course, even maize imported for Stettin and its immediate neighbourhood now comes round by river. The supplies of grain and flour by rail in 1899 have been 102,715 tons, as against 55,377 tons in 1898. This in itself accounts for the larger shipments from this port.

The coal mining interests of Germany have been guided by German coal two great combinations; the official Westphalian Coal Syndicate, and an unofficial combination of the coal owners in Upper Silesia. By virtue of the powers vested in these institutions, the interests of the mine owners as well as of the consumers have for many years fared as a rule very satisfactorily, inasmuch as the industrial trade of the country was not subjected, district for district, to the convulsive throes, involving the entire cessation of work and consequent absolute coal famine (such as in the last few years has been brought about in the United Kingdom through the successive great coal strikes in Northumberland, Durham, the Midlands, Scotland, and South Wales). The salutary consequences arising from such conditions could not fail to promote the general industrial prosperity of the country, which, without doubt, of late years has assumed almost undreamt of proportions.

The Hedwigshütte Anthracit-Kohlen und Kokeswerke Company was formed with a capital of 1,500,000 marks (75,000*l.*) to acquire and develop the importing business and coal treating plant of the firm of James Stevenson which has been the leading coal business of the port for many years. The company commenced operations in 1898, for which year as also for the year 1899 dividends were paid at the rate of 8 per cent. per annum. The wages paid by this company during the year amounted to 153,239 marks (7,661*l.*), being an average of about 4 marks (3*s.* 11*d.*) per man per day.

Hedwigshütte
Anthracit-Kohlen und
Kokeswerke,
James Stevenson,
Actien Gesellschaft.

RETURN of Import and Export of Coals to and from Stettin
during the Year 1899.

IMPORTS.

| | | | | Quantity. |
|---------------------------|----|----|----|-----------|
| | | | | Tons. |
| By sea— | | | | |
| From Great Britain | .. | .. | .. | 408,522 |
| „ Holland | .. | .. | .. | 615 |
| Total by sea | .. | .. | .. | 409,137 |
| By rail— | | | | |
| Inland coal | .. | .. | .. | 256,379 |
| By water— | | | | |
| Inland coal | .. | .. | .. | 37,508 |
| Total by rail and water.. | | | | 293,882 |
| Grand total | . | .. | .. | 703,019 |

EXPORTS.

| | | | | | Quantity. |
|-----------------|----|----|----|----|-----------|
| | | | | | Tons. |
| By sea— | | | | | |
| To German ports | .. | .. | .. | .. | 1,061 |
| „ Denmark | .. | .. | .. | .. | 313 |
| „ Russia | .. | .. | .. | .. | 809 |
| „ Sweden | .. | .. | .. | .. | 425 |
| Total by sea | .. | .. | .. | .. | 2,608 |
| By rail— | | | | | |
| German coal | .. | .. | .. | .. | 8,978 |
| British „ | .. | .. | .. | .. | 32,412 |
| Total by rail | .. | .. | .. | .. | 41,390 |
| Grand total | .. | .. | .. | .. | 43,998 |

1899.

| | | | | | Quantity. |
|------------------------------------|----|----|----|----|-----------|
| | | | | | Tons. |
| Total import of coals by sea | .. | .. | .. | .. | 409,137 |
| Amount imported in British vessels | .. | .. | .. | .. | 166,815 |

NUMBER and Tonnage of British Vessels engaged in the Coal Trade during the Years 1898–99.

| Year. | | | | | Number of Vessels. | Tonnage. |
|-------|----|----|----|----|--------------------|----------|
| 1898 | .. | .. | .. | .. | 113 | 95,723 |
| 1899 | .. | .. | .. | .. | 71 | 67,513 |

RETURN of Import and Export of Coals to and from Stettin
during the Year 1898.

IMPORTS.

| | | | | | Quantity. |
|---------------------------|----|----|----|----|-----------|
| | | | | | Tons. |
| By sea— | | | | | |
| From German ports | .. | .. | .. | .. | 905 |
| „ Great Britain | .. | .. | .. | .. | 446,552 |
| „ Holland | .. | .. | .. | .. | 19,516 |
| „ Other countries | .. | .. | .. | .. | 2,727 |
| Total by sea | .. | .. | .. | .. | 469,700 |
| By rail— | | | | | |
| Inland coal | .. | .. | .. | .. | 71,200 |
| By water— | | | | | |
| Inland coal | .. | .. | .. | .. | 249,700 |
| Total by rail and water.. | | | | | 320,900 |
| Grand total | .. | .. | .. | .. | 790,600 |

EXPORTS.

| | | | | | Quantity. |
|-----------------|----|----|----|----|-----------|
| | | | | | Tons. |
| By sea— | | | | | |
| To German ports | .. | .. | .. | .. | 2,993 |
| „ Denmark | .. | .. | .. | .. | 631 |
| „ Russia | .. | .. | .. | .. | 1,022 |
| Total by sea | .. | .. | .. | .. | 4,646 |
| By rail— | | | | | |
| Inland coal | .. | .. | .. | .. | 7,756 |
| British „ | .. | .. | .. | .. | 33,546 |
| Total by rail | .. | .. | .. | .. | 41,302 |
| Grand total | .. | .. | .. | .. | 45,948 |

AVERAGE Prices at Stettin of Silesian and British Coals during the
Years 1899-98.

A. SILESIA COALS.

| Year. | | Prices in Marks per Ton. | | | | | | |
|-------|-----|--------------------------|-----------------|-----------------|-----------------|-------------|---------|---------|
| | | Large and Cobbles. | Treble Nuts. | Double Nuts. | Single Nuts. | Unscreened. | Smalls. | Smudge. |
| 1899 | ... | 16 | 16 | 15 | 13.50 | 17 | 16 | 15 |
| 1898 | ... | 15 | 15 | 14 | 12.50 | 14 | 13 | 12 |

B. BRITISH COALS.

| Prices in Marks per Ton. | | | | | | | | |
|--------------------------|-----|-----|-----------------|-------------------------|---------------------------------------|----------------------|---------------------|------------------------------|
| Year. | | | Steam Small. | West Hartley Ell. | Durham Gas and Coking Coals. | Scotch Ell Coals. | Welsh Ell Coals. | Newcastle Steam Coals. |
| 1899 | ... | ... | 12.50 | 18 | 17 | 17 | 22 | 18 |
| 1898 | ... | ... | 11.50 | 18 | 16 | 16 | 25 | 18 |

"Oderwerke"
Shipbuilding
Company. The average number of men employed by the Oderwerke Shipbuilding Company amounted to 953, and 868,870 marks (43,443*l.*) were paid in wages. For sickness, accident, incapacity, and old age insurance, 29,925 marks (1,496*l.*) were paid. The net profits amounted to 215,126 marks (10,756*l.*), from which is deducted 91,096 marks (4,554*l.*) for buildings, floating dock, management and machinery, tools, &c., and models. A dividend of 5 per cent. was paid to the shareholders.

"Vulcan"
Company. Particulars respecting the Stettin Machine and Shipbuilding Company Vulcan cannot be given.

Neue
Dampfer
Company. The Neue Dampfer Company cleared 295,724 marks (14,786*l.*) in 1899. 186,135 marks (9,306*l.*) were written off, and 9,589 marks (479*l.*) were paid in gratuities, leaving a net profit of 100,000 marks (5,000*l.*). A dividend of 5 per cent. was paid. The capital of the Neue Dampfer Company has been increased from 2,000,000 marks (100,000*l.*), to 2,500,000 marks (125,000*l.*). The result for the year 1899 was somewhat influenced by the high prices of coals, repairs, and general average of the ss. "Cöln" on her voyage to St. Petersburg. The rise in Atlantic freights, caused by the British liners being employed as transports to South Africa, had but little influence on the North Sea and Baltic trade, so the material advantage gained on this account was but slight.

The 21 steamers in the possession of the Company on December 31, 1899, represent a sum of 3,759,350 marks (187,967*l.*). In March, 1899, the new steamer "Gertrud," built at Flensburg, was delivered, and a new steamer, carrying 4,000 tons inclusive of bunkers, ordered at Rostock, is to be delivered in August, 1900.

Pomeranian
Steamship
Company
F. Ivers. The Pomeranian Steamship Company F. Ivers report that the business during the last year was satisfactory. The freights for the North Sea and Baltic were low in the spring, but rose towards the autumn. The freights for coals and raw iron were especially high towards the latter part of the year, the freights from Baltic ports for grain were, on the other hand, very low on account of the small export. The business was somewhat burdened by the high prices of coals, and by a further advance of seamen's wages. The steamers of the company were exclusively engaged in the North Sea and Baltic, chiefly between Riga and Rotterdam and *vice versa*. The gross profits amounted to 45,515 marks (2,275*l.*), and 10,000 marks (500*l.*) were written off. A dividend of 4 per cent. was declared.

The profits of the Bergschloss Brewery for the past year did not reach those of 1898, although the sale was as large as in the preceding year. The gross profits amounted to 421,796 marks (21,089%). After writing off a sum for depreciation, and deducting a sum for gratuities, there remain 177,710 marks (8,885%), of which 24,000 marks (1,200%) go to the reserve fund, and 3,000 marks (150%) to the Rudolph Rückfort charity fund. 150,000 marks (7,500%) were assigned to pay a dividend of 10 per cent.

Stettiner
Bergschloss
Brewery.

The total length of lines open to traffic at the end of 1899 amounted to 44,373 metres. The rolling stock owned by the Tramway Company consists of 82 motor cars, besides 22 closed and 21 open cars, one car for clearing the lines of snow, and four cars for strewing salt in winter. The net profits of the Company amounted to 187,521 marks (9,376%), from which 9,376 marks (468%) were deducted for the reserve fund, and 9,376 marks (468%) paid in gratuities. A dividend of 6 per cent. was paid. The electric overhead system, which was introduced on July 4, 1897, is now in use on all lines, and has proved most successful.

Stettin
Electric
Street Tram
Company.

The expectations of the Bredower Portland Cement Company respecting the past year were not altogether realised. The cement and brick business was influenced by the increase of the value of money and an early winter, so that in the months of November and December the output fell behind that of the preceding year; but in spite of this, the gross profits for the year amounted to 347,943 marks (17,397%), against 309,665 marks (15,483%) in 1898. The new brick kiln at Schwenz started work last year; by the erection of a shed for drying the bricks the quality was considerably improved. The outlook for 1900 cannot be called favourable, the unusually high prices of coals and other materials, as well as higher wages will influence the profits for the coming year, as the prices for cement and bricks cannot well be raised. The sum of 54,187 marks (2,709%) has been written off in order to meet all demands in an unfavourable season, and to be able to introduce any new inventions useful in the cement industry. Of the net profits of 293,756 marks (14,687%), 35,250 marks (1,762%) were paid in gratuities, and to the managers, 40,000 marks (2,000%) were written off for the old pit-furnaces, 20,000 marks (1,000%) went to the guarantee fund, 30,505 marks (1,525%) were deducted for buildings, &c., and 168,000 marks (8,400%) were assigned to pay a dividend of 14 per cent.

Stettin
Bredower
Portland
Cement
Factory.

The total sales of the Chamotte Company amounted to 10,095,133 marks (504,756%), as against 7,700,088 marks (385,004%) in 1898. The profits have not increased in proportion owing to the increased prices of coals and iron, and to high freights and wages paid to the workmen. 295,678 marks (14,783%) were spent during the year on new buildings. The capital of the company has been raised from 6,000,000 marks (300,000%) to 9,250,000 marks (462,500%).

Stettin
Chamotte
Factory,
Limited,
formerly
Didier.

The Stettin Chamotte Factory, Limited, produced during the year 1899:—

| Produce. | | | | Quantity. | |
|--------------------------|----------|----|------------|-----------|--|
| Retorts | Number | .. | 10,221 | | |
| Twyer-stones | Kilos... | .. | 22,977,721 | | |
| Hand-made stones | Number | .. | 9,894,000 | | |
| Chamotte mortar | Kilos... | .. | 6,606,500 | | |

93,301,000 kilos. of raw material and 34,062,000 kilos. of coals and coke were used during the year. 1,306 hands were employed, and 1,215,659 marks (60,782*l.*) paid in wages. The net profits amounted to 3,055,124 marks (152,756*l.*). A dividend of 30 per cent. was paid.

RETURN of British Shipping at the Port of Stettin for the Year 1899.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

| Entered. | | | | | | Cleared. | | | | | |
|--------------------------|-------------|--------|-------------------------|-------------|---------|--------------------------|-------------|--------|-------------------------|-------------|---------|
| Total Number of Vessels. | | | Total Tonnage. | | | Total Number of Vessels. | | | Total Tonnage. | | |
| With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. |
| 288 | ... | 288 | 182,936 | ... | 182,936 | 162 | 63 | 225 | 83,783 | 79,389 | 163,171 |
| | | | | | | | | | | | |
| | | | Total Value of Cargoes. | | | | | | Total Value of Cargoes. | | |
| | | | £ ... | | | | | | £ ... | | |

(536)

Indirect or Carrying Trade in British Vessels from and to other Countries.

| Entered. | | | | | | | | | | Cleared. | | | | | | | | | | | | | |
|---------------------------|-----|-----|--------------------|-------------|--------|---------------|-------------|---------|-------------------|----------|-----|------------------------------|-------------|--------|--------------------|-------------|--------|---------------|-------------|--------|-------------------|-----|-----|
| Countries whence Arrived. | | | Number of Vessels. | | | Tonnage. | | | Value of Cargoes. | | | Countries to which Departed. | | | Number of Vessels. | | | Tonnage. | | | Value of Cargoes. | | |
| | | | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | | | | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | | | |
| Algeria... | ... | ... | 3 | ... | 3 | 4,350 | ... | 4,350 | 78 | ... | £ | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Asia... | ... | ... | 3 | ... | 3 | 2,782 | ... | 2,782 | 63 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Denmark... | ... | ... | ... | 2 | 2 | ... | 893 | 893 | 32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Germany... | ... | ... | 2 | 5 | 7 | 1,046 | 8,137 | 9,183 | 138 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Spain... | ... | ... | 19 | ... | 19 | 18,686 | ... | 18,686 | 377 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Sweden... | ... | ... | 15 | ... | 15 | 18,662 | ... | 18,662 | 323 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| United States... | ... | ... | 31 | ... | 31 | 50,576 | ... | 50,576 | 786 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total... | ... | ... | 73 | 7 | 80 | 96,082 | 9,030 | 104,112 | 1,847 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Direct trade | ... | ... | ... | ... | 288 | ... | ... | 182,636 | 4,332 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total, 1899... | ... | ... | ... | ... | 368 | ... | ... | 287,048 | 6,779 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| " 1898... | ... | ... | ... | ... | 430 | ... | ... | 287,208 | 7,318 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Decrease, 1899 | ... | ... | ... | ... | 62 | ... | ... | 160 | 639 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

Entered.

Cleared.

STETTIN.

TABLE showing Number of Foreigners on board British Vessels entering the Port of Stettin during the Months of February–December, 1899.

| Nationality. | | | | | | Number. |
|---|----|----|----|----|----|---------|
| Austrians | .. | .. | .. | .. | .. | 46 |
| Danes | .. | .. | .. | .. | .. | 167 |
| Dutch | .. | .. | .. | .. | .. | 30 |
| French and Belgians | .. | .. | .. | .. | .. | 29 |
| Finns | .. | .. | .. | .. | .. | 89 |
| Germans | .. | .. | .. | .. | .. | 521 |
| Norwegians | .. | .. | .. | .. | .. | 294 |
| Russians | .. | .. | .. | .. | .. | 20 |
| Swedes | .. | .. | .. | .. | .. | 350 |
| Americans | .. | .. | .. | .. | .. | 35 |
| West Indians | .. | .. | .. | .. | .. | 16 |
| Italians, Greeks, Spaniards, Portuguese.. | | | | | | 117 |
| Total | | | | | | 1,664* |
| British | .. | .. | .. | .. | .. | 4,851 |
| Grand total | | | | | | 6,515 |

* Or 25·54 per cent.

TABLE showing Specification of the different Articles and Quantities Imported from and Exported to the United Kingdom during the Years 1899-98.

| Description of Articles. | Imported. | | Exported. | |
|--|------------|------------|------------|------------|
| | 1899. | 1898. | 1899. | 1898. |
| | Tons cwts. | Tons cwts. | Tons cwts. | Tons cwts. |
| Rags | 34 2 | 39 5 | 476 7 | 724 0 |
| Scrap of all kinds .. | 407 18 | 1,416 18 | 546 17 | 834 17 |
| Cotton (raw and manu- factured) | 2,257 10 | 1,456 3 | 2 6 | 7 7 |
| Drugs, chemicals, &c... .. | 14,266 4 | 5,777 15 | 2,208 0 | 1,745 0 |
| Metals— | | | | |
| Lead (raw and manufactured) | 5 7 | 10 6 | 6,968 7 | 7,032 0 |
| Iron (raw) | 118,681 4 | 87,257 11 | 145 7 | 334 9 |
| „ (worked) | 5,422 18 | 7,520 7 | 117 11 | 196 4 |
| Copper (raw and worked) | 237 13 | 261 7 | 3 18 | 4 11 |
| Zinc, tin, &c. | 373 15 | 602 7 | 11,859 7 | 13,865 16 |
| Coal and coke | 409,736 5 | 451,857 12 | .. | .. |
| Cements, clays, ores .. | 31,070 17 | 38,688 9 | 3,243 14 | 358 15 |
| Grain— | | | | |
| Wheat | 0 6 | 6 5 | 6,906 0 | 812 3 |
| Barley | 2 5 | 260 8 | 1,659 6 | 355 6 |
| Oats | 0 5 | 0 6 | 742 5 | 100 2 |
| Maize | 1,840 1 | .. | .. | .. |
| Pulse.. .. | 1 4 | 0 4 | 28 9 | .. |
| Other kinds | 6 8 | 3 4 | .. | .. |
| Seeds | 1,690 8 | 2,171 18 | 559 13 | 235 11 |
| Potatoes | .. | 0 2 | 805 9 | 1,534 0 |
| Wool (raw and manu- factured) | 1,908 14 | 1,307 8 | 63 17 | 62 16 |
| Paper | 39 15 | 102 7 | 2,509 6 | 2,860 3 |
| Sugar (raw) | 0 1 | .. | 26,216 4 | 40,698 17 |
| „ (refined) | .. | 0 9 | 44,231 17 | 40,732 11 |
| Beer and wine | 412 12 | 383 12 | 0 8 | 0 1 |
| Spirits | 136 7 | 110 5 | 686 19 | 233 0 |
| Groceries | 2,758 8 | 3,107 19 | 1,241 7 | 1,767 18 |
| Petroleum | .. | .. | 15 16 | 10 17 |
| Oils and grease | 5,338 11 | 17,804 18 | 3,990 4 | 2,774 7 |
| Hides and leather .. | 107 18 | 107 8 | 47 5 | 32 3 |
| Timber (worked and unworked) | 27,233 16 | 262 12 | 22,542 1 | 33,407 1 |
| Slates, stones, and bricks | 2,794 18 | 3,533 5 | 54 8 | 52 9 |
| Coffee | 2,567 1 | 2,210 9 | 2 4 | 1 6 |
| Farina | .. | .. | 16,324 8 | 9,097 8 |
| Flour | 39 8 | 10 1 | 143 7 | 103 8 |
| Molasses | 5 8 | 7 3 | 721 9 | 1,008 14 |
| Herrings | 54,651 6 | 72,697 1 | 71 9 | 62 9 |
| All other merchandise.. | 12,103 14 | 15,669 0 | 3,388 15 | 1,929 0 |

TABLE showing Total Tonnage of all Articles Exported from Stettin to Foreign Countries during the Years 1899-98.

| Country. | Quantity. | |
|----------------------------------|-----------|---------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Belgium | .. | 608 |
| Denmark | 68,164 | 55,581 |
| France | .. | 1,403 |
| United Kingdom | 158,520 | 163,019 |
| Holland | 18,379 | 13,350 |
| Norway | 46,472 | 37,658 |
| Portugal | .. | 3 |
| Russia | 93,250 | 71,735 |
| Finland | 31,893 | .. |
| Spain | 1,278 | 487 |
| Sweden | 129,134 | 97,106 |
| United States of America | 43,249 | 28,528 |
| Zollverein ports | 271,099 | 261,428 |
| Free port of Hamburg | 21,107 | 11,706 |
| Total | 882,545 | 742,612 |

TABLE showing Total Tonnage of all Articles Imported into Stettin from Foreign Countries during the Years 1899-98.

| Country. | Quantity. | |
|----------------------------------|-----------|-----------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Belgium | 28,886 | 13,454 |
| Denmark | 32,872 | 29,116 |
| France | 35,755 | 26,308 |
| United Kingdom | 695,825 | 714,639 |
| Holland | 29,342 | 43,738 |
| Italy | 70 | 572 |
| Norway | 96,984 | 147,152 |
| Portugal.. .. . | 24,448 | 16,348 |
| Russia | 108,981 | 145,275 |
| Finland | 3,119 | .. |
| Spain | 139,554 | 128,549 |
| Sweden | 486,306 | 503,518 |
| United States of America | 245,355 | 253,970 |
| Zollverein ports.. .. . | 282,386 | 338,446 |
| Free port of Hamburg.. .. . | 24,444 | 39,770 |
| Total | 2,234,277 | 2,400,855 |

RETURN of Principal Articles of Import to Stettin during the
Years 1899-98.

| Articles. | Quantity. | |
|---------------------------------|-----------|---------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Coals and coke | 410,351 | 472,298 |
| Timber | 219,095 | 162,195 |
| Stones (cobble) | 100,597 | 240,824 |
| Iron ore, pyrites, and slags .. | 491,621 | 359,902 |
| Phosphate | 99,319 | 73,155 |
| China-clay, &c. | 79,165 | 41,399 |
| Ice | 51,142 | 121,985 |
| Raw iron | 129,056 | 148,893 |
| Ironware | 52,907 | 50,115 |
| Grain— | | |
| Wheat | 2,202 | 11,867 |
| Rye | 24,836 | 45,031 |
| Oats | 6,441 | 13,162 |
| Barley | 3,087 | 10,844 |
| Pulse | 16,893 | 17,636 |
| Maize | 64,738 | 93,707 |
| Linseed | 12,346 | 17,407 |
| Herrings | 93,185 | 122,312 |
| Rice.. .. . | 9,938 | 10,614 |
| Coffee | 8,654 | 8,912 |
| Wine and beer | 6,260 | 6,585 |
| Lard.. .. . | 11,350 | 18,977 |
| Rape cake | 17,208 | 18,518 |
| Bran.. .. . | 13,773 | 24,082 |
| Petroleum | 68,540 | 69,857 |

RETURN of Principal Articles of Export from Stettin during the
Years 1899-98.

| Articles. | Quantity. | |
|-----------------------------------|-----------|--------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Sugar (raw) | 64,863 | 73,396 |
| " (refined) | 63,513 | 66,737 |
| Potato flour, dextrine and starch | | |
| sugar | 67,215 | 47,845 |
| Wheat | 20,885 | 9,518 |
| Rye | 19,890 | 13,461 |
| Barley | 12,613 | 8,026 |
| Rape-seed | 3,180 | 708 |
| Malt | 11,553 | 13,282 |
| Wheaten flour | 4,587 | 3,287 |
| Rye flour | 51,859 | 35,500 |
| Rape-seed oil | 7,249 | 6,604 |
| " cake | 5,379 | 6,876 |
| Spirits | 32,007 | 14,166 |
| Herrings | 13,623 | 10,324 |
| Lard | 3,694 | 5,168 |
| Chicory | 5,522 | 6,057 |
| Dried fruit | 6,264 | 7,068 |
| Salt | 8 109 | 10,143 |
| Timber (worked and unworked) .. | 37,856 | 41,924 |
| Raw salt | 14,847 | 20,525 |
| Cement | 88,689 | 80,620 |
| Bricks | 10,549 | 11,271 |
| Chamotte goods | 13,642 | 12,827 |
| Iron (raw and worked) | 24,954 | 27,425 |
| Instruments and machines | 10,395 | 6,453 |
| Zinc (raw and worked) | 20,555 | 21,231 |
| Lead | 11,084 | 10,323 |
| Glassware | 1,530 | 1,491 |
| Paper and paste work | 17,388 | 16,725 |
| Textiles | 2,498 | 4,499 |
| Rags | 4,402 | 4,744 |

TABLE showing Extent of British Shipping Engaged in the Import and Export of Various Articles to and from Stettin during the Year 1899.

IMPORTS.

| Articles. | | | | | Total Imports by Sea. | Amount Imported in British Vessels. |
|------------------------------|----|---------|------|----|--------------------------|---|
| Pig iron, pyrites, and slags | .. | Tons | .. | .. | 491,621 | 149,795 |
| Phosphate | .. | .. | .. | .. | 99,319 | 78,021 |
| Coals | .. | .. | .. | .. | 408,522 | 166,815 |
| Maize | .. | .. | .. | .. | 64,738 | 12,504 |
| Rye | .. | .. | .. | .. | 24,836 | 9,402 |
| Scotch herrings | .. | Barrels | .. | .. | 392,984 | 152,600 |
| Total | .. | .. | Tons | .. | 2,234,277 | 496,000 |

EXPORTS.

| Articles. | | | | | Total Export by Sea. | Amount Exported in British Vessels. |
|-----------|----|----|----|----|-------------------------|---|
| | | | | | Tons. | Tons. |
| Sugar | .. | .. | .. | .. | 127,876 | 45,704 |
| Cement | .. | .. | .. | .. | 88,689 | 4,266 |
| Total | .. | .. | .. | .. | 882,545 | 92,000 |

Mercantile Marine of Pomerania at the end of the Year 1899.

| Places. | Beginning of 1899. | | Built. | | Bought. | | Lost and Condemned. | | Sold. | | Total End of 1899. | | Sailing. | | | Steam. | | | | |
|---------------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|---------------------|----------------|--------------------|----------------|--------------------|----------------|---------------------------|-----------------------------|-------------------|--------------------------|-----|--------|-----|-------|
| | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Sea Vessels over 60 Tons. | Coasting and River Vessels. | Seagoing Vessels. | Tugs and River Steamers. | | | | |
| Alt and Neuwarp | 41 | 1,014 | 2 | 65 | 1 | 20 | 1 | 37 | ... | ... | 43 | 1,039 | 2 | 127 | 41 | 912 | ... | ... | | |
| Anklam | 12 | 374 | ... | ... | ... | ... | ... | ... | ... | ... | 17 | 306 | ... | ... | 8 | 211 | ... | ... | | |
| Barth | 80 | 5,815 | 3 | 116 | 1 | 22 | 1 | 24 | 4 | 285 | 79 | 5,650 | 15 | 3,212 | 54 | 1,452 | 223 | 163 | | |
| Cammin | 8 | 405 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 404 | ... | ... | 5 | 143 | 2 | 18 | | |
| Colberg | 2 | 173 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 173 | 1 | 63 | ... | ... | 1 | ... | | |
| Damgarten | 4 | 110 | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 134 | ... | ... | 5 | 134 | ... | ... | | |
| Demmin and Jarmen | 8 | 322 | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 318 | ... | ... | 3 | 83 | ... | ... | | |
| Greifswald | 16 | 1,386 | ... | ... | ... | ... | ... | ... | 1 | 414 | 18 | 1,005 | 2 | 496 | 8 | 162 | 4 | 235 | | |
| Jasenitz and Politz | 16 | 383 | ... | ... | ... | ... | ... | ... | 1 | 22 | 15 | 357 | 1 | 69 | 9 | 147 | ... | ... | | |
| Lassen | 110 | 3,384 | 3 | 106 | 1 | 21 | ... | ... | 5 | 106 | 106 | 3,240 | 6 | 497 | 8 | 178 | ... | ... | | |
| Rügen | 7 | 175 | ... | ... | 2 | 81 | 4 | 132 | ... | ... | 8 | 174 | ... | ... | 2 | 49 | ... | ... | | |
| Seydlitz | 3 | 136 | 1 | 21 | ... | ... | ... | ... | ... | ... | 106 | 3,240 | ... | ... | 2 | 49 | ... | ... | | |
| Stettin | 204 | 38,407 | 12 | 3,911 | 3 | 659 | 1 | 98 | 6 | 943 | 212 | 41,912 | 1 | 286 | 4 | 1,421 | 90 | 36,457 | | |
| Stolpmünde | 1 | 55 | ... | ... | ... | ... | ... | ... | ... | ... | 30 | 80 | ... | ... | 1 | 56 | ... | ... | | |
| Stralsund | 30 | 2,164 | ... | ... | 2 | 90 | 2 | 117 | ... | ... | 16 | 460 | 9 | 1,209 | 16 | 460 | 2 | 168 | | |
| Swinemünde | 21 | 5,402 | ... | ... | 2 | 2,723 | 1 | 23 | ... | ... | 22 | 8,081 | 1 | 83 | 11 | 233 | 8 | 7,759 | | |
| Uckermark | 4 | 144 | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 140 | ... | ... | 3 | 84 | ... | ... | | |
| Usedom | 7 | 160 | ... | ... | ... | ... | ... | ... | 1 | 50 | 6 | 109 | ... | ... | 5 | 77 | ... | ... | | |
| Volgast | 22 | 751 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 519 | ... | ... | 17 | 466 | ... | ... | | |
| Wollin | 14 | 533 | 1 | 20 | ... | ... | ... | ... | 1 | 60 | 14 | 498 | 2 | 304 | 12 | 194 | ... | ... | | |
| Insel Wollin | 12 | 453 | ... | ... | ... | ... | ... | ... | 3 | 127 | 8 | 295 | ... | ... | 7 | 255 | ... | ... | | |
| Ziegenort | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 40 | | |
| Total | 622 | 61,766 | 22 | 4,159 | 16 | 3,721 | 16 | 711 | 23 | 2,050 | 622 | 66,732 | 40 | 6,946 | 317 | 9,361 | 110 | 45,424 | 155 | 5,001 |

RETURN of all Shipping Entered at the Port of Stettin during the Years 1899-95.

| Year. | Steam. | | Sailing. | | Total. | |
|-------------|--------------------|------------------|--------------------|------------------|--------------------|------------------|
| | Number of Vessels. | Registered Tons. | Number of Vessels. | Registered Tons. | Number of Vessels. | Registered Tons. |
| 1899 | 2,981 | 1,159,560 | 1,654 | 157,656 | 4,635 | 1,317,216 |
| 1898 | 3,204 | 1,244,549 | 1,466 | 139,675 | 4,670 | 1,384,124 |
| 1897 | 3,184 | 1,237,548 | 1,361 | 117,671 | 4,545 | 1,355,219 |
| 1896 | 3,191 | 1,225,105 | 1,301 | 106,739 | 4,492 | 1,331,844 |
| 1895 | 2,973 | 1,208,527 | 1,186 | 127,137 | 4,159 | 1,335,664 |

Steamer freights to Stettin in 1899 averaged per ton as follows :—

| From— | January to March. | April to June. | July to September. | October to December. | Article. |
|--------------------|-------------------|----------------|--------------------|----------------------|----------|
| | s. d. | s. d. | s. d. | s. d. | |
| Blyth | 5 2 | 5 4½ | 5 9 | 6 0 | Coals |
| Newcastle | 5 7½ | 5 3 | 6 0 | 6 1½ | Do. |
| Burntisland | 5 9 | ... | 6 0 | 6 0 | Do. |
| Sunderland | 5 6 | 5 3 | ... | 6 0 | Do. |
| Cardiff | ... | 6 9 | 7 6 | ... | Do. |

RETURN of Casualties to Vessels in the Stettin-Swinemünde District during the Years 1899-94.

| Year. | Number of— | | Total. |
|------------|--------------------|---------------|--------|
| | Sea-Going Vessels. | River Crafts. | |
| 1899 | 15 | 21 | 36 |
| 1898 | 19 | 5 | 24 |
| 1897 | 25 | 11 | 36 |
| 1896 | 28 | 11 | 39 |
| 1895 | 16 | 4 | 20 |
| 1894 | 7 | 3 | 10 |

SWINEMÜNDE.

Mr. Vice-Consul Rose reports as follows :—

Shipping at the port of Swinemünde in 1898 and 1899 was Shipping in not stopped by ice. It was not until December 13 that the general. winter set in, and the ice-breakers of Stettin had to commence their operations in order to keep the fairway between Stettin and Swinemünde open.

485 vessels, with a tonnage of 226,054 tons, were entered at the Swinemünde custom-house during the year 1899, against 359 vessels with a tonnage of 239,354 tons in 1898, that is an increase in ships of 126 but a decrease in tonnage of 13,300 tons.

The average tonnage per steam vessel in 1898 was 742 tons, while in 1899 the average was only 563 tons.

The above-mentioned vessels were as follows :—

| | Number of Vessels. | Tons. |
|--------------------|--------------------|----------------|
| Sailing.. .. | 93 | 5,533 |
| Steam | 392 | 220,521 |
| Total | 485 | 226,054 |

The nationality and tonnage of these vessels is shown in Annex A.

British shipping.

British shipping, as compared with that of the previous year, has again decreased considerably, both in number of vessels and in tonnage, namely, 66 vessels with a tonnage of 54,844 tons. The average tonnage of British steamers discharging coals at Swinemünde in 1899 was 1,032·5 tons, the average tonnage in 1898 having been only 917 tons. As compared with the year 1897 the British shipping at the port of Swinemünde during the year 1899 has decreased by 100 vessels with a tonnage of 86,402 tons.

The number of British steamers changing their flags is increasing more and more, and the British flag is more seldom seen in the Baltic ports.

Another reason for the decrease of British shipping at the port of Swinemünde must be sought in the circumstance that some steamers of other nationalities were in 1899 running on time-charter.

The following steamers were engaged in the Swinemünde coal trade from the United Kingdom (on time-charter) :—

| Nationality. | Number of Vessels. | Tonnage. |
|--------------------|--------------------|---------------|
| Scandinavian | 5 | 29,845 |
| Danish | 2 | 7,047 |
| German | 3 | 11,706 |
| Total | 10 | 48,598 |

The tonnage of these steamers for one voyage was 10,168 tons.

The return of British shipping at the port of Swinemünde in 1899 is shown in Annex B, from which we see that the number of British steamers was 49 with a tonnage of 50,592 tons, against 115 steamers with a tonnage of 105,436 tons in 1898.

Shipping engaged in the coal trade.

The nationality and tonnage of all ships which carried coals to the port of Swinemünde during the year 1899 is shown in Annex C.

From this return we see that, as already mentioned, the tonnage of British shipping engaged in the British coal trade of Swinemünde during 1899 has decreased to 50,657 tons, from 105,436 tons in 1898, or 52 per cent. As compared with that of the year 1897, such shipping has decreased from 136,994 to 50,657 tons, or 66·2 per cent. The total decrease of all shipping engaged in the Swinemünde coal trade during the year 1899, as compared with the preceding year, was 58 vessels with a tonnage of 43,628 tons.

Of Norwegian steamers there was an increase of 15 with a tonnage of 18,562 tons, and of German steamers there was an increase of 13 with a tonnage of 12,293 tons, while the number of steamers and tonnage of all other nationalities had decreased. The total decrease, as compared with the year 1897, was 99 steamers with a tonnage of 83,863 tons, and the cause of this very considerable decrease will be dealt with in another part of this report.

According to the returns of the Swinemünde pilot office, the entries during 1899 are as follows:—5,108 vessels of all nations with a tonnage of 1,701,535 tons, against 5,329 vessels with a tonnage of 1,765,782 tons in 1898, that is a decrease of 221 vessels with a tonnage of 64,247 tons. In 1897 the entries were 5,094 vessels with a tonnage of 1,770,501 tons, so that in 1899 there was against 1897 an increase in number of ships, namely, 14, but a decrease in tonnage of 68,966 tons.

The average tonnage of steamers entered at the port of Swinemünde was as follows:—

| Year. | | | | | | Tonnage. |
|-------|----|----|----|----|----|----------|
| 1899 | .. | .. | .. | .. | .. | 444·3 |
| 1898 | .. | .. | .. | .. | .. | 453·1 |
| 1897 | .. | .. | .. | .. | .. | 453·0 |

4,967 vessels, with a tonnage of 1,706,488 tons, were cleared from the port of Swinemünde in 1899, against 5,299 vessels with a tonnage of 1,768,220 tons in 1898, that is in 1899 a decrease of 332 vessels with a tonnage of 61,732 tons. In 1897 there were cleared from Swinemünde 5,091 vessels with a tonnage of 1,787,682 tons, so that there was in 1899, against 1897, a decrease of 124 vessels with a tonnage of 81,194 tons.

The average tonnage of steamers cleared from the port of Swinemünde was as follows:—

| Year. | | | | | | Tonnage. |
|-------|----|----|----|----|----|----------|
| 1899 | .. | .. | .. | .. | .. | 450 |
| 1898 | .. | .. | .. | .. | .. | 432 |
| 1897 | .. | .. | .. | .. | .. | 455 |

All shipping entered at the port of Swinemünde.

All shipping cleared from the port of Swinemünde.

The nationality and tonnage of all vessels entered and cleared at the port of Swinemünde during the year 1899 are shown in Annexes C and D.

Ships
belonging to
Swinemünde.

The number of ships registered as belonging to Swinemünde at the end of the year 1899, as compared with the preceding year, is as follows :—

| | Number of Vessels. | | Tonnage. | |
|---------------|--------------------|-------|----------|-------|
| | 1898. | 1899. | 1898. | 1899. |
| | | | | |
| Steam | 6 | 8 | 5,484 | 8,220 |
| Sailing | 1 | 1 | 83 | 83 |
| Total | 7 | 9 | 5,567 | 8,303 |
| Increase .. | 2 | | 2,736 | |

Mr. W. Kunstmann, steamship owner, has during the year 1899 enlarged his fleet, having bought two other steamers, namely, the Belgian ss. "John P Best," of 1,333 tons, and the American ss. "Unionist," of 1,403 tons. These boats have been renamed the "Germania" and "Industria." Mr. Kunstmann's fleet consists now of six steamers with a tonnage of 8,015 tons, and I hear it is intended to convert this private undertaking into a joint-stock company.

River Swine
improvements.

The improvement of the River Swine from Swinemünde to the Kaiserfahrt has been completed in accordance with the original project, but in consequence of the curved deep bed of the river, the depth became dangerous, especially at the large lighthouse. Therefore, an estimate of 220,000 marks (10,837*l.*) will be presented to the House of Deputies for further improvements, in order to prevent the lighthouse from falling. The authorities hope that after these improvements have been made there will be more water on the bar, so that steamers drawing more than 23 feet may enter the port safely even when a high sea is breaking over the bar. The authorities acknowledge the great necessity of obtaining more water on the bar.

Freights.

Steamer freights for coal to Swinemünde in 1899 averaged per ton as follows :—

| From— | January to March | | April to June. | | July to September. | | October to December. | |
|-------------------|------------------|--------|----------------|----------|--------------------|--------|----------------------|--------|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Plyth | 4 9 | to 5 3 | 4 1½ | to 4 10½ | 4 7½ | to 5 6 | 5 0 | to 5 3 |
| Newcastle | 4 4½ | 4 9 | 4 7½ | 5 3 | 4 7½ | 5 9½ | 4 6 | 5 |
| Burntisland | 5 1 | 5 1½ | 4 4½ | 5 3 | 5 9 | 6 9 | 5 7½ | |
| Sunderland | ... | 5 0 | ... | 5 0 | 5 7 | 6 0 | 5 6 | |

With the exception of the fourth quarter the freights for coals were much higher in 1899 than they were in the previous year.

The import of coals and coke to Swinemünde in 1899 amounted to 292,578 tons, against 380,578 tons in 1898, that is 88,000 tons less in 1899, 146,833 tons less than in 1897, and 179,044 tons less than in the year 1896, when the import amounted to 471,622 tons. The imports of 1898 and 1899 were as follows :—

| Quality. | Quantity. | |
|---------------------------|-----------|---------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| North country coals | 285,137 | 378,200 |
| Welsh coals | 5,541 | 2,378 |
| German coals | 1,900 | .. |
| Total | 292,578 | 380,578 |
| Decrease | 88,000 | |

In my report for the year 1898 I had to say that that year was bad with regard to the coal import and coal trade; there is much more cause to say so regarding the year 1899.

The bad results of the year 1898 affected the following year to a great extent, and if importers as well as consumers had hoped that in 1899 the market would become quiet again and return to a normal state, they were very much deceived.

Prices remained not only high, but they even followed an always rising tendency, so that towards the end of the year they were higher than would have been deemed possible some years ago.

The cause of this is in the main to be found in the circumstance that the industry of almost all countries, especially the iron industry, made such progress that the demand for coals was considerably larger than in the preceding year, so that the coal production was scarcely able to meet the demand, and in consequence the collieries availed themselves of the opportunity to obtain better prices.

For the foreign purchasers of British coal, and, therefore, also for the importers of Swinemünde, this situation became still worse, because the British collieries could not, on account of the much-increased home consumption, deliver the quantities required for export. Steamers which were chartered to load for Swinemünde or other foreign places had in most cases to wait for their cargoes a very long time, and freights rose, thus entailing a rise of the prices at the places of sale.

A further bad influence upon the coal trade was the state of war between Great Britain and the South African Republics, which prevented any fall in prices.

The before-mentioned facts enabled the German, especially the Silesian collieries, to drive British coal out of the German market to a considerable extent; this is shown by the fact that

the import of coal to Swinemünde in 1899 was 88,000 tons, or 23 per cent. smaller than in the previous year, the import of 1898 having already been much smaller than that of former years.

With regard to the pecuniary results in general, the year 1899 was, for the importers, better than the year before.

River freights
for British
coal from
Swinemünde.

The river freights for British coal from Swinemünde in 1899 were lower than in the previous year, in consequence of the smaller demand for craft caused by the decreased import of coal.

The freights averaged as follows :—

River Freights for British Coal from Swinemünde.

| To--- | Per Last of 1,000 Kilograms or 40 Hectolitres. | | | | | | | |
|-------------|--|-----------|--------------|-----------|--------------|-----------|--------------|-----------|
| | 1st Quarter. | | 2nd Quarter. | | 3rd Quarter. | | 4th Quarter. | |
| | Currency. | | Currency. | | Currency. | | Currency. | |
| | Marks pf. | Sterling. | Marks pf. | Sterling. | Marks pf. | Sterling. | Marks pf. | Sterling. |
| Berlin | .. | s. d. | 8 7½ | 8 7½ | 9 25 | 9 1 | 10 50 | s. d. |
| Stettin | 2 65 | 2 7½ | 2 65 | 2 7½ | 2 75 | 2 8½ | 3 25 | 10 9 |
| Farmen | .. | 2 11½ | 3 75 | 3 8½ | 3 60 | 3 7 | 4 50 | 3 2½ |
| Lebbin | 2 00 | 1 11½ | 2 00 | 1 11½ | 2 15 | 2 1½ | 2 50 | 4 5½ |
| Anklam | 3 50 | 3 5½ | .. | .. | 3 25 | 3 2½ | 3 85 | 2 5½ |
| Wolgast | 2 90 | 2 10 | 3 50 | 3 5½ | 3 50 | 3 5½ | .. | 3 10 |
| Barth | 4 50 | 4 5½ | .. | .. | .. | .. | .. | .. |
| Greifswald | 4 00 | 3 11½ | .. | .. | 4 00 | 3 11½ | .. | .. |
| Oranienburg | 7 00 | 6 10½ | .. | .. | .. | .. | .. | .. |
| Loitz | 3 25 | 3 2½ | 4 50 | 4 5½ | 3 50 | 3 5½ | 4 50 | 4 5½ |
| Freienwalde | .. | .. | 5 75 | 5 8 | 5 75 | 5 8 | .. | .. |
| Kldena | 4 20 | 4 1½ | .. | .. | .. | .. | .. | .. |

| | |
|--|--|
| Imports. | Besides coal during the year 1899, petroleum from America, paving stones from Sweden, and fresh herrings from Sweden were imported. |
| Petroleum. | The steamers of the German-American Petroleum Company, which cannot go up to Stettin on account of their draught, discharged at Swinemünde into lighters during the year 1899 60,920 tons of petroleum. |
| Swedish paving stones. | The import of paving stones from Sweden to Swinemünde amounted in 1899 to 36,718 tons. These stones were mostly forwarded by water to Berlin. |
| Fresh Swedish herrings. | The import of fresh herrings from Sweden amounted in 1899 to 2,830 tons, against 4,977 tons in the previous year. On account of the mild winter the Swedish catches were very poor, so that with regard to the quantity which could be sold, the business was not favourable. But the prices obtained were very good. At the end of the year the price was 1 <i>l.</i> per case of 120 kilos. |
| Exports. | The articles of export from Swinemünde in 1899 were again only cement and raw sugar. |
| Cement. | The export of cement of the factories of Gristow and of Lebbin amounted to 20,540 tons, against 13,446 tons in 1898. The cement was exported to New York by the regular steamers. |
| Raw sugar. | The export of raw sugar amounted to 6,052 tons, against 5,990 tons in 1898. This sugar was produced mostly by the Pommersche Zucker Fabrik at Anklam. |
| Production of raw sugar in Germany. | The rainy weather in the summer and autumn of 1898 had such a bad influence on the German beet crop that the decrease of the crop of the season 1898-99 amounted to 1,547,249 tons as compared with the previous season. In 1897-98 the crop was 13,697,891 tons, and in 1898-99 it was only 12,150,642 tons. In consequence of this decrease of the beet crop the production of raw sugar in Germany was much smaller, as the following table which was published by the "Reichs-Anzeiger" shows :— |

| Year. | Quantity. | | |
|--|-----------|-----------|-----------|
| | Produced. | Exported. | Consumed. |
| | Tons. | Tons. | Tons. |
| 1897-98 | 1,847,135 | 1,045,000 | 764,100 |
| 1898-99 | 1,722,429 | 1,013,400 | 803,000 |
| Increase or decrease, 1898-99 | - 124,706 | - 31,600 | + 38,900 |

The total output of raw sugar in Continental countries has during 1898-99 increased against the year 1897-98 about 70,000 tons as the following table shows :—

| Country. | Production. | | |
|-----------------------|-------------|-----------|-----------|
| | 1898-99. | 1897-98. | 1896-97. |
| | Tons. | Tons. | Tons. |
| Germany | 1,722,429 | 1,847,135 | 1,821,223 |
| Austria-Hungary | 1,041,700 | 821,694 | 929,900 |
| France | 781,971 | 773,150 | 703,300 |
| Russia | 720,000 | 719,950 | 734,400 |
| Belgium | 209,000 | 234,000 | 280,000 |
| Holland.. .. | 142,700 | 125,658 | 156,800 |
| Sweden | 59,700 | 88,000 | 106,400 |
| Other countries | 55,500 | 60,000 | 70,000 |
| Total | 4,740,000 | 4,669,587 | 4,802,023 |

Austria-Hungary produced 220,000 tons more than in 1897-98.

The export of raw and granulated sugar via the ports of Swinemünde and of Stettin is shown in the following table:—

Export of raw sugar from Stettin and Swinemünde.

| Country. | Quantity. | |
|-------------------------|-----------|----------|
| | 1898-99. | 1897-98. |
| | Tons. | Tons. |
| United Kingdom | 81,500 | 66,727 |
| Scandinavia | 9,840 | 11,462 |
| Russia | 2,377 | 2,265 |
| America | 19,853 | 20,851 |
| | 113,570 | 101,305 |
| Inland refineries | 8,042 | 13,593 |
| Total | 121,612 | 114,898 |
| Increase, 1898-99 | 6,714 | |

From Stralsund the export of raw sugar amounted to:—

Export of raw sugar from Stralsund.

| Year. | | | | | | Quantity. |
|-------------------------|--|--|--|--|--|-----------|
| | | | | | | Tons. |
| 1897-98 | | | | | | 7,155 |
| 1898-99 | | | | | | 7,438 |
| Increase, 1898-99 | | | | | | 283 |

The price for raw sugar in 1899 was at the beginning of the year 9·57½ marks or 9s. 5d. per 50 kilos., and towards the middle of the year it rose to 11·50 marks or 11s. 4d., owing to speculation in Paris. After the collapse of the speculation the price

fell, and at the end of the year it was only 9·27½ marks or 9s. 1½d. per 50 kilos., f.o.b. Hamburg.

Prices of
grain.

The prices of grain in 1899 again averaged higher than in the previous year, and the following table shows the prices in the several months of the year in the district of Swinemünde.

PRICES of Grain.

| Month. | Per 1,000 Kilograms. | | | | | | | | | | | |
|---------------|----------------------|---------|---------|-----------|---------|---------|-----------|---------|---------|-----------|----------|----------|
| | Oats. | | | Rye. | | | Barley. | | | Wheat. | | |
| | Sterling. | | | Sterling. | | | Sterling. | | | Sterling. | | |
| | Currency. | Marks. | £ s. d. | Currency. | Marks. | £ s. d. | Currency. | Marks. | £ s. d. | Currency. | Marks. | £ s. d. |
| January.. | 145 | 7 2 10 | 7 7 9 | 150 | 7 7 9 | 7 7 9 | 160 | 7 17 7 | 8 7 6 | 200 | 9 16 11½ | 9 7 1½ |
| February | 145 | 7 2 10 | 7 7 9 | 150 | 7 7 9 | 7 7 9 | 160 | 7 17 7 | 8 7 6 | 200 | 9 16 11½ | 9 7 1½ |
| March .. | 150 | 7 7 9 | 7 7 9 | 150 | 7 7 9 | 7 7 9 | 160 | 7 17 7 | 8 7 6 | 200 | 9 16 11½ | 9 7 1½ |
| April .. | 150 | 7 7 9 | 7 7 9 | 150 | 7 7 9 | 7 7 9 | 160 | 7 17 7 | 7 17 7 | 200 | 9 16 11½ | 9 7 1½ |
| May .. | 150 | 7 7 9 | 7 11 8 | 155 | 7 11 8 | 7 17 7 | 160 | 7 17 7 | 7 17 7 | 200 | 9 16 11½ | 9 7 1½ |
| June .. | 150 | 7 7 9 | 7 11 8 | 155 | 7 11 8 | 7 17 7 | 160 | 7 17 7 | 7 17 7 | 200 | 9 16 11½ | 9 7 1½ |
| July .. | 150 | 7 7 9 | 7 11 8 | 155 | 7 11 8 | 7 17 7 | 160 | 7 17 7 | 7 17 7 | 200 | 9 16 11½ | 9 7 1½ |
| August .. | 150 | 7 7 9 | 7 11 8 | 155 | 7 11 8 | 7 17 7 | 160 | 7 17 7 | 7 11 8 | 200 | 9 16 11½ | 9 7 1½ |
| September | 150 | 7 7 9 | 7 2 10 | 145 | 7 2 10 | 7 7 9 | 150 | 7 7 9 | 7 7 9 | 200 | 9 16 11½ | 9 7 1½ |
| October.. | 140 | 6 17 11 | 7 7 9 | 150 | 7 7 9 | 7 7 9 | 150 | 7 7 9 | 7 2 10 | 200 | 9 16 11½ | 10 1 11½ |
| November | 140 | 6 17 11 | 7 7 9 | 150 | 7 7 9 | 7 7 9 | 150 | 7 7 9 | 7 2 10 | 200 | 9 16 11½ | 10 1 11½ |
| December | 135 | 6 13 0 | 6 17 11 | 140 | 6 17 11 | 7 7 9 | 150 | 7 7 9 | 7 2 10 | 200 | 9 16 11½ | 10 1 11½ |
| Average, 1899 | 146·25 | 7 4 1 | 7 8 2 | 150·40 | 7 8 2 | 7 13 4 | 156·65 | 7 13 4 | 7 14 2 | 200 | 9 16 11½ | 9 10 10½ |
| " 1898 | 155·40 | 7 13 1½ | 7 5 6½ | 147·70 | 7 5 6½ | 8 2 11½ | 165·40 | 8 2 11½ | .. | .. | .. | .. |

SWINEMÜNDE.

Arcona, new
lighthouse.

At Arcona, the northern point of the Island of Rügen, a new lighthouse is to be erected in the course of the year 1900. The total cost is estimated at 237,000 marks (11,823*l.*). The light is to be an electric flashing light; the flashes will last one-tenth second, and will appear at intervals of $4\frac{9}{10}$ seconds; the light will be visible 22 miles. The present lighthouse was erected in 1828.

Lauterbach,
on the island
of Rügen, to
become a
small port.

The village of Lauterbach, on the Island of Rügen (south coast, Bay of Rügen), is to become a port able to give shelter to small ships and also to a large number of fishing boats which land their catch here. The cost of building the harbour is estimated at 70,000 marks (3,450*l.*).

Pomeranian
ports to be
improved.

The Prussian Government intends to improve the ports of Kolberg, Rügenwalde, and Stolpmünde by maintaining a powerful dredger, which is to be kept working whenever the depth of the entrances of these ports becomes insufficient. A dredger will be specially built for these three ports.

New moles are being built for the port of Stolpmünde, and when completed Stolpmünde will be a modern seaport, which, I think, will then compete to some extent with Stettin and Dantzig. As long as the port of Stolpmünde was accessible only to ships drawing not more than 10 feet, it was dependent on Stettin and Dantzig, but in future, when ships drawing 16 feet, or even more, can enter the port, Stolpmünde will certainly have its direct trade with foreign countries.

Kaiser-
Wilhelm
Canal.

The total shipping using the Kaiser Wilhelm Canal during the year 1899 amounted to 26,524 ships, with a tonnage of 3,451,273 tons, against 25,224 ships, with a tonnage of 3,009,011 tons, in 1898, being an increase of 1,300 ships, with a tonnage of 442,262 tons. The canal dues levied in 1899 amounted to 1,787,371 marks (88,046*l.*), against 1,534,971 marks (75,614*l.*) in 1898, which shows an increase of 252,400 marks (12,432*l.*).

The nationality and tonnage of all shipping in the Kaiser Wilhelm Canal are shown in Annex E.

Further, I have prepared a return, Annex F, showing the traffic through the Kaiser Wilhelm Canal to and from the ports of Stettin and Swinemünde during the year 1899. 254 ships, with a tonnage of 125,431 tons, of which 14 were British ships, with a tonnage of 15,377 tons, came to Stettin and Swinemünde, and 272 vessels, with a tonnage of 126,077 tons, of which 11 were British vessels, with a tonnage of 14,857 tons, departed from Stettin and Swinemünde through the Kaiser Wilhelm Canal.

The largest part of the tonnage bound for Stettin, namely, 34,821 tons came from German ports (mostly Hamburg), while the largest part of the tonnage from Stettin, namely, 42,840 tons, went to British ports (mostly to London).

The traffic to and from the ports of the province of Pomerania through the Kaiser Wilhelm Canal is shown in the following table:—

| Port. | To. | | From. | |
|------------------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Stettin | 254 | 125,431 | 272 | 126,077 |
| Kolberg | 53 | 3,214 | 28 | 5,257 |
| Rügenwalde | 6 | 232 | .. | .. |
| Stolpmünde | 54 | 6,879 | 47 | 6,959 |
| Wolgast | 22 | 1,092 | 6 | 217 |
| Greifswald | 16 | 617 | .. | .. |
| Barth | 26 | 1,129 | 9 | 451 |
| Stralsund | 104 | 5,996 | 51 | 3,224 |
| Total | 535 | 144,590 | 413 | 142,185 |

Of the above-mentioned ships, 69 vessels, with a tonnage of 27,745 tons, came from the United Kingdom, while 59 vessels, with a tonnage of 44,591 tons, went to the United Kingdom.

SWINEMÜNDE.

Annex A.—RETURN of all Shipping at the Port of Swinemünde during the Year 1899.

| Nationality. | Sailing. | | | Steam. | | | With Grain and General Cargo. | | | | | | In Ballast. | | |
|------------------|--------------------|-------|--------------------|--------------------|---------|--------------------|-------------------------------|-------|--------------------|--------------------|--------|--------------------|--------------------|-------|--------------------|
| | Sailing. | | | Steam. | | | Sailing. | | | Steam. | | | Sailing. | | |
| | Number of Vessels. | Tons. | Number of Vessels. | Number of Vessels. | Tons. | Number of Vessels. | Number of Vessels. | Tons. | Number of Vessels. | Number of Vessels. | Tons. | Number of Vessels. | Number of Vessels. | Tons. | Number of Vessels. |
| British | ... | ... | 49 | ... | 50,667 | ... | ... | ... | 10 | ... | ... | ... | ... | ... | ... |
| Danish | 10 | 369 | 34 | ... | 33,073 | ... | ... | ... | ... | 14 | 13,568 | ... | ... | ... | ... |
| Dutch | ... | ... | 4 | ... | 3,487 | ... | ... | ... | ... | ... | ... | ... | ... | 138 | 1 |
| Norwegian | 2 | 138 | ... | ... | 3,482 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 205 |
| Norwegian | ... | ... | 34 | ... | 36,222 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Swedish | ... | ... | 95 | ... | 26,903 | ... | ... | ... | 2 | 126 | 16,225 | ... | ... | ... | ... |
| Russian | ... | ... | 1 | ... | 689 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Spanish | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| French | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Total foreign... | 14 | 633 | 217 | ... | 153,131 | ... | ... | ... | 12 | 496 | 29,883 | 2 | ... | 138 | 1 |
| German | 79 | 4,900 | 175 | ... | 67,390 | ... | ... | ... | 71 | 3,260 | 46,063 | 2 | ... | 1,640 | ... |
| Grand total | 93 | 5,533 | 392 | ... | 220,521 | ... | ... | ... | 89 | 3,755 | 76,946 | 4 | ... | 1,778 | 1 |

Annex B.—RETURN of British Shipping at the Port of Swinemünde during the Year 1899.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

| Entered. | | | | | Cleared. | | | | |
|--------------------------|-------------|--------|----------------|-------------|----------------|-------------|------------------------|--------|-------------------------|
| Total Number of Vessels. | | | Total Tonnage. | | Total Tonnage. | | Total Number of Crews. | | Total Value of Cargoes. |
| With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | With Cargoes. | In Ballast. | With Cargoes. | Total. | £ |
| 49 | ... | 49 | 50,592 | ... | 50,592 | ... | 964 | ... | 2 |
| | | | 50,592 | ... | 50,592 | ... | 7 | ... | 6,138 |
| | | | | | | | | | 129 |

Indirect or Carrying Trade in British Vessels from and to other Countries.

| Entered. | | | | | Cleared. | | | | |
|---------------------------|---------------|-------------|---------------|-------------|---------------|-------------|------------------|---------|-------------------|
| Number of Vessels. | | | Tonnage. | | Tonnage. | | Number of Crews. | | Value of Cargoes. |
| Countries whence Arrived. | With Cargoes. | In Ballast. | With Cargoes. | In Ballast. | With Cargoes. | In Ballast. | With Cargoes. | Total. | £ |
| Sweden... | ... | ... | 22 | 22 | ... | ... | 22 | 22,729 | 436 |
| Russia... | ... | ... | 16 | 16 | ... | ... | 16 | 16,057 | 298 |
| Stettin... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Prussian ports... | ... | ... | 5 | 5 | ... | ... | 5 | 5,668 | 101 |
| Total... | ... | ... | 42 | 42 | ... | ... | 42 | 44,454 | 835 |
| Direct trade... | ... | ... | 7 | 7 | ... | ... | 7 | 6,138 | 129 |
| Total in 1899... | ... | ... | 49 | 49 | ... | ... | 49 | 50,592 | 964 |
| " 1898... | ... | ... | 115 | 115 | ... | ... | 115 | 105,436 | 2,268 |
| Decrease... | ... | ... | 66 | 66 | ... | ... | 66 | 54,844 | 1,304 |

Annex C.—RETURN of all Shipping Entered at the Ports of Swinemünde and Stettin during the Year 1899.

| Nationality. | Total. | | | Sailing. | | | Steam. | | | With Cargoes. | | | Sailing. | | | Steam. | | | In Ballast. | | |
|---------------------------|--------------------|-----------|--------------------|----------|--------------------|-----------|--------------------|---------|--------------------|---------------|--------------------|---------|--------------------|-----------|--------------------|---------|--------------------|-----------|--------------------|---------|--------------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. |
| | | | | | | | | | | | | | | | | | | | | | |
| Austro-Hungarian | 2 | 2,264 | 1 | 515 | 1 | 1,849 | 1 | 515 | 1 | 1,849 | 1 | 515 | 1 | 1,849 | 1 | 515 | 1 | 1,849 | 1 | 515 | 1 |
| Belgian | 1 | 987 | 1 | 987 | 1 | 987 | 1 | 987 | 1 | 987 | 1 | 987 | 1 | 987 | 1 | 987 | 1 | 987 | 1 | 987 | 1 |
| British | 416 | 329,870 | 17 | 2,071 | 399 | 237,799 | 17 | 2,071 | 391 | 238,312 | 17 | 2,071 | 391 | 238,312 | 17 | 2,071 | 391 | 238,312 | 17 | 2,071 | 391 |
| Dutch | 66 | 22,762 | 19 | 1,468 | 46 | 24,447 | 19 | 1,468 | 46 | 24,447 | 19 | 1,468 | 46 | 24,447 | 19 | 1,468 | 46 | 24,447 | 19 | 1,468 | 46 |
| French | 5 | 4,710 | 2 | 346 | 3 | 4,364 | 2 | 346 | 3 | 4,364 | 2 | 346 | 3 | 4,364 | 2 | 346 | 3 | 4,364 | 2 | 346 | 3 |
| German | 2,699 | 494,908 | 613 | 38,102 | 1,986 | 665,806 | 603 | 36,938 | 1,739 | 582,455 | 603 | 36,938 | 1,739 | 582,455 | 603 | 36,938 | 1,739 | 582,455 | 603 | 36,938 | 1,739 |
| Italian | 1 | 423 | 1 | 423 | 1 | 423 | 1 | 423 | 1 | 423 | 1 | 423 | 1 | 423 | 1 | 423 | 1 | 423 | 1 | 423 | 1 |
| Norwegian | 317 | 140,008 | 118 | 31,819 | 199 | 108,180 | 118 | 31,819 | 126 | 108,648 | 118 | 31,819 | 126 | 108,648 | 118 | 31,819 | 126 | 108,648 | 118 | 31,819 | 126 |
| Russian | 71 | 36,169 | 12 | 2,917 | 59 | 32,242 | 12 | 2,917 | 56 | 30,863 | 12 | 2,917 | 56 | 30,863 | 12 | 2,917 | 56 | 30,863 | 12 | 2,917 | 56 |
| Spanish | 5 | 6,240 | 3 | 2,240 | 2 | 5,240 | 3 | 2,240 | 2 | 5,240 | 3 | 2,240 | 2 | 5,240 | 3 | 2,240 | 2 | 5,240 | 3 | 2,240 | 2 |
| Swedish | 870 | 162,067 | 337 | 22,153 | 493 | 139,914 | 334 | 21,949 | 476 | 138,067 | 334 | 21,949 | 476 | 138,067 | 334 | 21,949 | 476 | 138,067 | 334 | 21,949 | 476 |
| Danish | 756 | 287,667 | 366 | 25,285 | 280 | 267,402 | 362 | 24,949 | 274 | 260,669 | 362 | 24,949 | 274 | 260,669 | 362 | 24,949 | 274 | 260,669 | 362 | 24,949 | 274 |
| Total | 5,108 | 1,701,536 | 1,536 | 126,805 | 2,572 | 1,573,220 | 1,519 | 121,771 | 2,284 | 1,484,820 | 1,519 | 121,771 | 2,284 | 1,484,820 | 1,519 | 121,771 | 2,284 | 1,484,820 | 1,519 | 121,771 | 2,284 |
| for the preceding year | 6,829 | 1,768,762 | 1,698 | 106,846 | 3,581 | 1,664,936 | 1,410 | 106,425 | 3,581 | 1,586,280 | 1,410 | 106,425 | 3,581 | 1,586,280 | 1,410 | 106,425 | 3,581 | 1,586,280 | 1,410 | 106,425 | 3,581 |
| Increase in the year 1899 | 221 | 64,247 | 36 | 15,459 | 239 | 75,284 | 109 | 15,346 | 297 | 101,460 | 109 | 15,346 | 297 | 101,460 | 109 | 15,346 | 297 | 101,460 | 109 | 15,346 | 297 |
| Decrease | 221 | 64,247 | 36 | 15,459 | 239 | 75,284 | 109 | 15,346 | 297 | 101,460 | 109 | 15,346 | 297 | 101,460 | 109 | 15,346 | 297 | 101,460 | 109 | 15,346 | 297 |

Annex D.—Return of all Shipping Cleared at the Ports of Swinemünde and Stettin during the Year 1899.

| Nationality. | Total. | | | Sailing. | | | Steam. | | | With Cargoes. | | | In Ballast. | | |
|---------------------------|--------------------|-----------|--------------------|----------|--------------------|-----------|--------------------|-----------|--------------------|---------------|---------|--------------------|-------------|---------|--------------------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Sailing. | Tons. | Number of Vessels. | Sailing. | Tons. | Number of Vessels. |
| | | | | | | | | | | | | | | | |
| Austro-Hungarian | 2 | 2,364 | 1 | 615 | 1 | 1,849 | 1 | 1,849 | 1 | 1 | 515 | 1 | 1 | 515 | 1 |
| Belgian | 1 | 957 | 1 | ... | 1 | 957 | 1 | 957 | 1 | ... | ... | 1 | ... | ... | 1 |
| British | 417 | 240,476 | 18 | 2,145 | 399 | 238,331 | 399 | 238,331 | 172 | 1,353 | 104,588 | 6 | 792 | 283,743 | 227 |
| Danish | 752 | 286,053 | 364 | 25,171 | 388 | 260,882 | 388 | 260,882 | 281 | 23,385 | 173,229 | 10 | 1,896 | 87,653 | 107 |
| Dutch | 62 | 28,983 | 14 | 1,209 | 48 | 27,744 | 48 | 27,744 | 41 | 1,209 | 21,133 | ... | ... | 6,811 | 7 |
| French | 6 | 4,710 | 2 | 345 | 3 | 4,364 | 3 | 4,364 | 2 | 345 | ... | ... | ... | 4,364 | 3 |
| German | 2,465 | 699,497 | 529 | 24,982 | 1,936 | 664,615 | 1,936 | 664,615 | 1,571 | 20,964 | 460,578 | 143 | 13,918 | 204,037 | 365 |
| Italian | 1 | 533 | 1 | 533 | ... | ... | ... | ... | ... | ... | ... | 1 | 633 | ... | ... |
| Norwegian | 314 | 130,500 | 115 | 31,310 | 199 | 108,190 | 199 | 108,190 | 63 | 6,718 | 14,301 | 69 | 24,592 | 93,889 | 146 |
| Russian | 71 | 35,137 | 12 | 2,995 | 59 | 32,242 | 59 | 32,242 | 47 | 1,866 | 20,834 | 3 | 1,039 | 11,408 | 12 |
| Spanish | 5 | 5,240 | ... | ... | 5 | 5,240 | 5 | 5,240 | ... | ... | ... | ... | ... | 5,240 | 5 |
| Swedish | 872 | 163,068 | 388 | 22,610 | 484 | 140,458 | 484 | 140,458 | 374 | 21,230 | 38,319 | 14 | 1,360 | 102,139 | 307 |
| Total | 4,967 | 1,706,488 | 1,444 | 121,616 | 3,523 | 1,584,872 | 3,523 | 1,584,872 | 2,342 | 77,011 | 832,982 | 237 | 44,605 | 751,890 | 1,181 |
| for the preceding year | 5,299 | 1,768,220 | 1,458 | 109,048 | 3,541 | 1,659,172 | 3,541 | 1,659,172 | 2,315 | 70,501 | 762,600 | 249 | 38,644 | 896,572 | 1,628 |
| Increase in the year 1899 | ... | ... | ... | 12,568 | ... | ... | ... | ... | 27 | 6,507 | 70,382 | ... | 6,061 | ... | ... |
| Decrease | 332 | 61,732 | 14 | ... | 318 | 74,300 | 318 | 74,300 | ... | ... | ... | 11 | ... | ... | 346 |

SWINEMÜNDE.

Annex E.—RETURN of the Traffic of the

| Nationality. | Total. | | Steam. | | Sailing. | | 1st Quarter. | | | |
|--|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| | | | | | | | Steam. | | Sailing. | |
| | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. |
| German | 11,927 | 1,949,659 | 5,036 | 1,545,204 | 6,891 | 404,455 | 1,046 | 270,948 | 772 | 56,091 |
| Danish | 920 | 263,609 | 659 | 248,340 | 261 | 16,269 | 124 | 41,406 | 17 | 992 |
| Swedish | 827 | 217,962 | 591 | 181,042 | 236 | 36,920 | 81 | 29,286 | 7 | 2,642 |
| Norwegian | 251 | 106,776 | 218 | 101,897 | 33 | 4,879 | 33 | 19,312 | ... | ... |
| Russian | 172 | 92,614 | 121 | 78,299 | 51 | 14,315 | 13 | 9,262 | 1 | 753 |
| British | 640 | 352,218 | 501 | 345,507 | 39 | 6,711 | 47 | 35,004 | 2 | 251 |
| Dutch | 748 | 98,770 | 68 | 41,795 | 680 | 56,975 | 4 | 3,380 | 46 | 3,573 |
| French | 11 | 2,467 | 9 | 2,047 | 2 | 420 | 1 | 50 | ... | ... |
| Italian | 4 | 3,132 | 2 | 1,534 | 2 | 1,598 | ... | ... | ... | ... |
| Belgian | 15 | 9,807 | 15 | 9,807 | ... | ... | ... | ... | ... | ... |
| Spanish | 1 | 1,335 | 1 | 1,335 | ... | ... | ... | ... | ... | ... |
| Austro-Hungarian | 3 | 2,460 | 2 | 1,236 | 1 | 1,214 | ... | ... | ... | ... |
| American | 5 | 1,930 | 5 | 1,930 | ... | ... | ... | ... | ... | ... |
| Brazilian | 1 | 700 | 1 | 700 | ... | ... | ... | ... | ... | ... |
| Greek | 1 | 900 | 1 | 900 | ... | ... | ... | ... | ... | ... |
| Total passing through | 15,426 | 3,104,829 | 7,230 | 2,561,573 | 8,196 | 542,756 | 1,349 | 408,648 | 845 | 63,302 |
| | | | | | | | Number of Vessels. | | Register Tons. | |
| Ships that did not use the whole Canal ... | | | | | | | 1,038 | | 346,944 | |
| Grand total ... | | | | | | | 28,524 | | 3,451,273 | |
| Total for the preceding year ... | | | | | | | 25,224 | | 3,009,011 | |
| Increase or decrease in the year 1899 ... | | | | | | | + 1,300 | | + 442,262 | |

TABLE showing the Kaiser Wilhelm

| Year. | Total. | | 1st Quarter. | |
|----------------------|---------------------|-------------|-------------------|-------------|
| | Currency. | Sterling. | Currency. | Sterling. |
| 1899 | Marks. 1,787,371 | £ 88,046 | Marks. 238,113 | £ 14,192 |
| 1898 | 1,534,971 | 75,614 | 232,599 | 11,468 |
| Increase in 1899 ... | 252,400 | 12,432 | 55,514 | 2,734 |

Kaiser Wilhelm Canal during the Year 1899.

| 2nd Quarter. | | | | 3rd Quarter. | | | | 4th Quarter. | | | |
|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| Steam. | | Sailing. | | Steam. | | Sailing. | | Steam. | | Sailing. | |
| Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. |
| 1,174 | 375,045 | 2,111 | 110,276 | 1,329 | 423,409 | 2,310 | 127,567 | 1,487 | 475,802 | 1,698 | 111,521 |
| 180 | 66,785 | 77 | 4,228 | 169 | 66,510 | 95 | 6,382 | 186 | 73,639 | 72 | 3,667 |
| 159 | 41,814 | 68 | 8,132 | 164 | 40,999 | 103 | 17,739 | 187 | 68,913 | 58 | 8,407 |
| 30 | 13,131 | 4 | 479 | 55 | 20,062 | 15 | 1,282 | 100 | 49,392 | 14 | 3,118 |
| 29 | 17,585 | 6 | 1,328 | 32 | 19,309 | 28 | 7,103 | 47 | 32,143 | 18 | 5,131 |
| 126 | 81,101 | 18 | 1,527 | 184 | 128,120 | 16 | 4,523 | 144 | 101,272 | 3 | 410 |
| 6 | 4,771 | 225 | 17,518 | 32 | 12,030 | 269 | 24,549 | 26 | 21,614 | 140 | 11,035 |
| 2 | 76 | 1 | 396 | 4 | 161 | 1 | 24 | 2 | 1,780 | ... | ... |
| ... | ... | 1 | 715 | 2 | 1,534 | 1 | 883 | ... | ... | ... | ... |
| 1 | 511 | ... | ... | 9 | 6,231 | ... | ... | 5 | 3,065 | ... | ... |
| 1 | 1,335 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | 2 | 1,236 | ... | ... | ... | ... | 1 | 1,214 |
| ... | ... | ... | ... | 5 | 1,930 | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | 1 | 700 | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 | 900 | ... | ... |
| 1,708 | 602,184 | 2,511 | 144,899 | 1,988 | 722,241 | 2,836 | 190,052 | 2,185 | 828,500 | 2,004 | 144,503 |

| Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. |
|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| 3,539 | 108,534 | 3,299 | 109,227 | 2,425 | 59,801 |
| 7,758 | 855,817 | 8,123 | 1,021,520 | 6,614 | 1,032,604 |
| 7,350 | 767,802 | 8,559 | 943,130 | 5,878 | 885,576 |
| + 408 | + 83,015 | - 436 | + 78,390 | + 736 | + 167,028 |

Canal Dues during the Years 1898-99.

| 2nd Quarter. | | 3rd Quarter. | | 4th Quarter. | |
|-------------------|-------------|-------------------|-------------|-------------------|-------------|
| Currency. | Sterling. | Currency. | Sterling. | Currency. | Sterling. |
| Marks. 428,981 | £ 21,132 | Marks. 516,286 | £ 25,432 | Marks. 553,901 | £ 27,290 |
| 379,139 | 18,677 | 466,755 | 22,943 | 457,478 | 22,536 |
| 49,842 | 2,455 | 50,531 | 2,489 | 96,513 | 4,754 |

Annex F.—RETURN of the Traffic through the Kaiser Wilhelm Canal

| Countries whence Coming. | Total. | | | | British. | | | | Danish. | | | |
|--------------------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| | Steam. | | Sailing. | | Steam. | | Sailing. | | Steam. | | Sailing. | |
| | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. |
| | | | | | | | | | | | | |
| Germany | 46 | 34,821 | 32 | 4,022 | 4 | 9,350 | ... | ... | 1 | 105 | 1 | 73 |
| United Kingdom | 63 | 26,044 | 4 | 564 | 5 | 2,728 | 2 | 265 | 4 | 5,681 | 2 | 299 |
| Holland | 33 | 11,148 | 8 | 708 | ... | ... | ... | ... | ... | ... | ... | ... |
| Belgium... .. | 30 | 13,670 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| France | 3 | 749 | 1 | 382 | ... | ... | ... | ... | ... | ... | ... | ... |
| Spain | 29 | 26,495 | 1 | 2,000 | 1 | 615 | ... | ... | ... | ... | ... | ... |
| North America | 4 | 4,848 | ... | ... | 2 | 2,419 | ... | ... | ... | ... | ... | ... |
| Total | 208 | 117,775 | 46 | 7,656 | 12 | 15,112 | 2 | 265 | 5 | 5,786 | 3 | 372 |

RETURN of the Traffic through the Kaiser Wilhelm Canal from

| Countries to which Cleared. | Total. | | | | British. | | | | Danish. | | | |
|-----------------------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| | Steam. | | Sailing. | | Steam. | | Sailing. | | Steam. | | Sailing. | |
| | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. |
| | | | | | | | | | | | | |
| Germany | 99 | 27,590 | 5 | 673 | 2 | 3,771 | ... | ... | ... | ... | ... | ... |
| United Kingdom | 54 | 42,840 | ... | ... | 7 | 9,420 | ... | ... | 5 | 6,004 | ... | ... |
| Holland | 98 | 38,211 | 2 | 125 | ... | ... | ... | ... | ... | ... | ... | ... |
| Belgium... .. | 1 | 1,349 | ... | ... | ... | ... | ... | ... | 1 | 1,349 | ... | ... |
| France | 2 | 2,854 | ... | ... | ... | ... | ... | ... | 1 | 689 | ... | ... |
| Spain | 11 | 12,435 | ... | ... | 2 | 1,666 | ... | ... | 1 | 489 | ... | ... |
| Total | 265 | 125,279 | 7 | 798 | 11 | 14,857 | ... | ... | 8 | 8,531 | ... | ... |

to the Ports of Swinemünde and Stettin during the Year 1899.

| Nationality. | | | | | | | | | | | | | | | |
|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| Dutch. | | | | German. | | | | Norwegian. | | | | Swedish. | | | |
| Steam. | | Sailing. | | Steam. | | Sailing. | | Steam. | | Sailing. | | Steam. | | Sailing. | |
| Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. |
| ... | ... | 6 | 427 | 41 | 25,366 | 25 | 3,522 | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | 31 | 10,968 | ... | ... | 17 | 5,137 | ... | ... | 6 | 1,530 | ... | ... |
| 1 | 740 | 7 | 648 | 32 | 10,408 | 1 | 60 | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | 30 | 13,670 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | 2 | 651 | 1 | 362 | ... | ... | ... | ... | 1 | 98 | ... | ... |
| 1 | 881 | ... | ... | 26 | 24,015 | 1 | 2,000 | 1 | 984 | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | 2 | 2,429 | ... | ... | ... | ... | ... | ... |
| 2 | 1,621 | 13 | 1,075 | 162 | 85,078 | 23 | 5,944 | 20 | 8,560 | ... | ... | 7 | 1,628 | ... | ... |

the Ports of Swinemünde and Stettin during the Year 1899.

| Nationality. | | | | | | | | | | | | | | | |
|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|--------------------|----------------|
| Dutch. | | | | German. | | | | Norwegian. | | | | Swedish. | | | |
| Steam. | | Sailing. | | Steam. | | Sailing. | | Steam. | | Sailing. | | Steam. | | Sailing. | |
| Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. | Number of Vessels. | Register Tons. |
| 2 | 790 | ... | ... | 95 | 23,029 | 5 | 673 | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | 34 | 23,202 | ... | ... | 6 | 3,903 | ... | ... | 2 | 411 | ... | ... |
| 3 | 1,479 | 2 | 125 | 92 | 36,019 | ... | ... | 1 | 241 | ... | ... | 1 | 472 | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | 1 | 2,165 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | 8 | 10,280 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5 | 2,269 | 2 | 125 | 231 | 94,695 | 5 | 673 | 7 | 4,044 | ... | ... | 3 | 833 | ... | ... |

SWINEMÜNDE.

Annex G.—RETURN of Import of Coals to the Port of Swinemünde during the Years 1898-99.

| Nationality of the Shipping. | Total. | | | | Quantity. | | North Country Coals and Coke. | | Welsh Coals and Anthracite. | | German Coals. | |
|------------------------------|---------------------|-------|----------|---------|---------------|---------------|-------------------------------|---------------|-----------------------------|-------------|---------------|----------|
| | Number of Steamers. | | Tonnage. | | | | | | | | | |
| | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. | 1898. | 1899. |
| British | 115 | 49 | 106,436 | 50,657 | Tons. 214,893 | Tons. 105,180 | Tons. 214,893 | Tons. 103,147 | Tons. .. | Tons. 2,033 | Tons. .. | Tons. .. |
| Danish | 23 | 20 | 23,724 | 21,515 | 49,566 | 45,697 | 49,566 | 42,789 | .. | 2,908 | .. | .. |
| Dutch | 9 | 3 | 9,423 | 3,482 | 17,563 | 6,664 | 17,563 | 6,664 | .. | .. | .. | .. |
| French | 1 | .. | 1,212 | .. | 2,511 | .. | 2,511 | .. | .. | .. | .. | .. |
| Norwegian | 19 | 34 | 17,660 | 36,222 | 38,063 | 73,967 | 38,063 | 73,367 | .. | 600 | .. | .. |
| Russian | 5 | 1 | 5,552 | 589 | 10,525 | 1,147 | 10,525 | 1,147 | .. | .. | .. | .. |
| Swedish | 11 | 9 | 11,537 | 10,578 | 22,744 | 20,462 | 22,744 | 20,462 | .. | .. | .. | .. |
| Spanish | 4 | .. | 4,420 | .. | 7,464 | .. | 7,464 | .. | .. | .. | .. | .. |
| German | 10 | 23 | 9,034 | 21,327 | 17,249 | 39,461 | 14,871 | 37,561 | 2,378 | .. | .. | 1,900 |
| Total .. | 197 | 139 | 187,986 | 144,370 | 380,578 | 292,578 | 378,200 | 285,137 | 2,378 | 5,541 | .. | 1,900 |
| Increase or decrease in 1899 | - | 58 | - | 43,628 | - | 88,000 | - | 93,063 | + | 3,163 | + | 1,900 |

135 vessels with a tonnage of 13,801 tons entered the port ~~Rügenwalde~~, of Rügenwalde in 1899, as against 162 vessels with a tonnage of all shipping. 15,998 tons in 1898, being a decrease of 27 vessels with a tonnage of 2,197 tons. The nationality and tonnage are shown in the following return :—

RÜGENWALDE.

RETURN showing Nationality and Tonnage of all Shipping at the Port of Rügenwalde during the Year 1899.

| Nationality. | With Cargo. | | | | In Ballast. | | | | Total. | |
|--------------|--------------------|-------|--------------------|-------|--------------------|-------|--------------------|-------|--------------------|--------|
| | Sailing. | | Steam. | | Sailing. | | Steam. | | Number of Vessels. | Tons. |
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | | |
| German .. | 34 | 1,442 | 44 | 6,012 | 8 | 401 | 6 | 1,347 | 92 | 9,202 |
| Danish .. | 27 | 1,512 | .. | .. | .. | .. | 1 | 97 | 28 | 1,609 |
| Swedish .. | .. | .. | 4 | 680 | .. | .. | 1 | 112 | 6 | 792 |
| Norwegian .. | 1 | 86 | 2 | 481 | .. | .. | 4 | 1,088 | 7 | 1,606 |
| Russian .. | 1 | 267 | 1 | 137 | .. | .. | .. | .. | 2 | 404 |
| Dutch .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| British .. | .. | .. | .. | .. | .. | .. | 1 | 189 | 1 | 189 |
| Total .. | 63 | 3,307 | 51 | 7,310 | 8 | 401 | 13 | 2,783 | 135 | 13,801 |

One Russian steamer of 267 tons arrived from England. The cargo of this steamer was 491 tons of coal. Besides these 9 tons of grindstones were imported into Rügenwalde from Great Britain.

The Ships arrived from United Kingdom, and import thence.

RETURN of Vessels Cleared for the United Kingdom from the Port of Rügenwalde (with Cargo) during the Year 1899.

Ships cleared for the United Kingdom.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------|--------------------|-------|--------------------|-------|--------------------|-------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| Danish ... | 2 | 335 | 2 | 633 | 4 | 968 |
| Swedish ... | ... | ... | 1 | 112 | 1 | 112 |
| Norwegian ... | ... | ... | 4 | 1,037 | 4 | 1,037 |
| Russian ... | 1 | 262 | ... | ... | 1 | 262 |
| British ... | ... | ... | 1 | 189 | 1 | 189 |
| Total ... | 3 | 597 | 8 | 1,971 | 11 | 2,568 |

3,138 tons of pit-props were exported from Rügenwalde to the United Kingdom. Further there were exported the same way 196 tons of stocks. Of the vessels arrived at Rügenwalde in 1899, six German sailing vessels with a tonnage of 232 tons came through the Kaiser Wilhelm Canal.

Exports to the United Kingdom.

295 vessels with a tonnage of 30,019 tons entered the port of Kolberg, all Kolberg in 1899, as against 505 vessels with a tonnage of 37,395 tons in the previous year, being a decrease of 210 vessels with a tonnage of only 7,376 tons, which shows that the average tonnage of ships arriving at Kolberg in 1899 was much larger than in 1898. In 1899 the average tonnage was 101·8 tons while in 1898 it was only 78 tons.

The nationality and tonnage of all vessels which entered the port of Kolberg are shown in the following return:—

KOLBERG.

RETURN showing Nationality and Tonnage of all Shipping at the Port of Kolberg during the Year 1899.

| Nationality. | With Cargo. | | | In Ballast. | | | Total. | |
|--------------|--------------------|-------|--------|--------------------|-------|--------|--------------------|--------|
| | Sailing. | | Steam. | Sailing. | | Steam. | Number of Vessels. | Tons. |
| | Number of Vessels. | Tons. | | Number of Vessels. | Tons. | | | |
| German .. | 76 | 3,728 | 80 | 4 | 1,110 | 30 | 190 | 20,384 |
| Danish .. | 32 | 2,085 | .. | 10 | 576 | 41 | 83 | 6,627 |
| Swedish .. | 6 | 367 | 4 | .. | .. | 3 | 13 | 1,839 |
| Norwegian .. | .. | .. | 1 | .. | .. | .. | 1 | 307 |
| Russian .. | 1 | 240 | .. | .. | .. | 1 | 2 | 458 |
| Dutch .. | 4 | 269 | .. | 2 | 135 | .. | 6 | 404 |
| British .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total .. | 119 | 6,689 | 86 | 16 | 1,821 | 75 | 295 | 30,019 |

RETURN of Ships from the United Kingdom Entered at the Port of
Kolberg (with Cargo) during the Year 1899.

Ships arrived
from the
United
Kingdom.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------|-----------------------|-------|-----------------------|-------|-----------------------|-------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| German | ... | ... | 6 | 1,960 | 6 | 1,960 |
| Danish | 3 | 684 | ... | ... | 3 | 684 |
| Norwegian | ... | ... | 1 | 374 | 1 | 374 |
| Russian | 1 | 233 | ... | ... | 1 | 233 |
| Total | 4 | 917 | 7 | 2,334 | 11 | 3,251 |

5,412 tons of British coal were imported to Kolberg in 1899, Imports from
as against 8,556 tons in the preceding year. the United
Kingdom.

Only one German steamer of 539 tons was cleared for the
United Kingdom with a cargo of 600 tons of pit-props.

Of the vessels arrived at the port of Kolberg in 1899, 53 vessels Exports to
with a tonnage of 3,214 tons came through the Kaiser Wilhelm the United
Canal, and of the vessels cleared from Kolberg, 28 ships with a Kingdom.
tonnage of 5,257 tons left through that Canal.

328 vessels with a tonnage of 41,824 tons entered the port Stolpmünde,
of Stolpmünde in 1899, as against 370 vessels with a tonnage all shipping.
of 42,545 tons in 1898, being a decrease of 42 vessels with a
tonnage of 721 tons. The average tonnage of vessels entered
in 1899 was 127.5 tons, while the average tonnage in 1898
was 115 tons.

The nationality and tonnage of all vessels entered at the port
of Stolpmünde in 1899 are shown in the following return:—

RETURN showing Nationality and Tonnage of all Shipping at the Port of Stolpmünde during the Year 1899.

| Nationality. | With Cargo. | | | | In Ballast. | | | | Total. | |
|--------------|--------------------|-------|--------------------|--------|--------------------|-------|--------------------|-------|--------------------|--------|
| | Sailing. | | Steam. | | Sailing. | | Steam. | | Total. | |
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| German .. | 76 | 4,915 | 145 | 25,872 | 19 | 890 | 23 | 5,310 | 263 | 36,987 |
| Danish.. | 31 | 1,283 | 1 | 205 | 4 | 188 | .. | .. | 86 | 1,686 |
| Swedish | 12 | 622 | 1 | 216 | 2 | 160 | .. | .. | 15 | 908 |
| Norwegian | 6 | 307 | 3 | 1,044 | .. | .. | .. | .. | 9 | 1,351 |
| Russian | .. | .. | 1 | 531 | .. | .. | .. | .. | 1 | 531 |
| Dutch .. | 4 | 271 | .. | .. | .. | .. | .. | .. | 4 | 271 |
| Total .. | 129 | 7,408 | 151 | 27,868 | 25 | 1,238 | 23 | 5,310 | 328 | 41,824 |

Of the before-mentioned vessels, 54, with a tonnage of 6,879 tons, came through the Kaiser Wilhelm Canal.

RETURN of Vessels from the United Kingdom Entered at the Port of Stolpmünde (with Cargo) during the Year 1899.

Ships arrived from the United Kingdom.

| Nationality. | Sailing. | | Steam. | | Total. | |
|---------------|--------------------|-------|--------------------|-------|--------------------|-------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| German ... | ... | ... | 5 | 1,316 | 5 | 1,316 |
| Danish ... | 1 | 162 | ... | ... | 1 | 162 |
| Norwegian ... | ... | ... | 3 | 1,045 | 3 | 1,045 |
| Total... | 1 | 162 | 8 | 2,361 | 9 | 2,523 |

4,800 tons of coal were imported into Stolpmünde in 1899.

There were cleared for the United Kingdom from the port of Stolpmünde with cargo during the year 1899, five German steamers of 1,316 tons, and three Norwegian steamers, with a tonnage of 1,045 tons, and one Danish sailing ship of 162 tons, in all nine vessels, with a tonnage of 2,523 tons.

Ships cleared for the United Kingdom.

These ships exported to the United Kingdom 1,850 tons of oats.

Export to the United Kingdom.

Of the vessels that were cleared from Stolpmünde in 1899, 47 vessels, with a tonnage of 6,959 tons, went through the Kaiser Wilhelm Canal.

90 vessels, with a tonnage of 9,045 tons, have entered the port of Wolgast during the year 1899, against 57 vessels, with a tonnage of 10,975 tons in 1898, being an increase of 33 vessels, but a decrease in tonnage of 1,930 tons; here also the average tonnage of vessels entered in 1899 was much larger than in 1898.

Wolgast, all shipping.

The nationality and tonnage of all these vessels are shown in the following return :—

RETURN showing Nationality and Tonnage of all Shipping at the Port of Wolgast during the Year 1899.

| Nationality. | With Cargo. | | | | In Ballast. | | | | Total. | |
|--------------|--------------------|-------|--------------------|-------|--------------------|-------|--------------------|-------|--------------------|-------|
| | Sailing. | | Steam. | | Sailing. | | Steam. | | Number of Vessels. | Tons. |
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | | |
| German | 30 | 1,105 | 2 | 160 | 12 | 537 | 14 | 1,743 | 58 | 3,545 |
| Danish | 6 | 224 | 4 | 324 | 2 | 85 | .. | .. | 12 | 633 |
| Swedish | .. | 441 | 3 | 462 | .. | .. | .. | .. | 11 | 903 |
| Norwegian | 3 | 2,072 | .. | .. | .. | .. | .. | .. | 3 | 2,072 |
| Russian | 1 | 673 | .. | .. | .. | .. | .. | .. | 1 | 673 |
| Dutch.. | 3 | 259 | .. | .. | .. | .. | .. | .. | 3 | 259 |
| British | .. | .. | 2 | 960 | .. | .. | .. | .. | 2 | 960 |
| Total .. | 51 | 4,774 | 11 | 1,906 | 14 | 622 | 14 | 1,743 | 90 | 9,045 |

Of these, 22 vessels, with a tonnage of 1,092 tons, left through the Kaiser Wilhelm Canal.

One British steamer of 400 tons entered at Wolgast from Great Britain with a cargo of 670 tons of coal. Import from the United Kingdom.

No vessels were cleared for the United Kingdom, therefore there was no export thence in 1899.

Of all ships cleared from the port of Wolgast, six vessels, with a tonnage of 217 tons, went through the Kaiser Wilhelm Canal.

123 vessels, with a tonnage of 6,865 tons, as shown in the following return, entered the port of Greifswald in 1899 :— Greifswald, all shipping.

GREIFSWALD.

RETURN showing Nationality and Tonnage of all Shipping at the Port of Greifswald during the Year 1899.

| Nationality. | With Cargo. | | | | In Ballast. | | | | Total. | |
|--------------|--------------------|-------|--------------------|-------|--------------------|-------|--------------------|-------|--------------------|-------|
| | Sailing. | | Steam. | | Sailing. | | Steam. | | Number of Vessels. | Tons. |
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | | |
| German .. | 32 | 1,241 | 13 | 1,787 | 46 | 1,896 | .. | .. | 91 | 4,914 |
| Danish.. | 6 | 170 | .. | .. | 9 | 293 | .. | .. | 15 | 452 |
| Swedish | 7 | 684 | 2 | 392 | 3 | 172 | .. | .. | 12 | 1,948 |
| Norwegian | .. | .. | .. | .. | 1 | 72 | .. | .. | 1 | 72 |
| Dutch .. | .. | .. | .. | .. | 4 | 279 | .. | .. | 4 | 279 |
| Total .. | 45 | 2,085 | 15 | 2,129 | 63 | 2,641 | .. | .. | 123 | 6,865 |

Of these ships, 16 German sailing vessels, with a tonnage of 617 tons, arrived, and 26 German sailing vessels, with a tonnage of 1,129 tons, used the Kaiser Wilhelm Canal.

360 vessels, with a tonnage of 35,022 tons, entered the port of Stralsund, all Stralsund, during the year 1899, and the nationality and the tonnage are shown in the following return :—

RETURN showing Nationality and Tonnage of all Shipping at the Port of Stralsund during the Year 1899.

| Nationality. | With Cargo | | | | In Ballast. | | | | Total. | |
|--------------|--------------------|-------|--------------------|--------|--------------------|-------|--------------------|-------|--------------------|--------|
| | Sailing. | | Steam. | | Sailing. | | Steam. | | Number of Vessels. | Tons. |
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. | | |
| German .. | 103 | 5,239 | 108 | 13,343 | 44 | 1,832 | 2 | 577 | 257 | 20,981 |
| Danish .. | 23 | 1,081 | .. | .. | 13 | 435 | .. | .. | 36 | 1,516 |
| Swedish .. | 21 | 1,721 | 3 | 462 | .. | .. | 21 | 5,372 | 45 | 7,555 |
| Norwegian .. | 2 | 212 | 1 | 658 | .. | .. | .. | .. | 3 | 870 |
| Russian .. | 1 | 143 | .. | .. | .. | .. | .. | .. | 1 | 142 |
| Dutch .. | 10 | 633 | .. | .. | 2 | 107 | .. | .. | 12 | 740 |
| British .. | .. | .. | 3 | 1,640 | .. | .. | 3 | 1,578 | 6 | 3,218 |
| Total .. | 160 | 8,968 | 115 | 16,103 | 59 | 2,424 | 26 | 7,527 | 300 | 35,022 |

RETURN of Ships Arrived at the Port of Stralsund from
Great Britain (with Cargo) during the Year 1899.

Ships arrived
from Great
Britain.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------|-----------------------|-------|-----------------------|-------|-----------------------|-------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| German | ... | ... | 7 | 3,155 | 7 | 3,155 |
| Danish | 1 | 159 | ... | ... | 1 | 159 |
| Norwegian | ... | ... | 1 | 658 | 1 | 658 |
| British | ... | ... | 3 | 1,640 | 3 | 1,640 |
| Total | 1 | 159 | 11 | 5,453 | 12 | 5,612 |

There were imported to the port of Stralsund in 1899, 10,490 tons of coal. Import from Great Britain.

RETURN of Ships Cleared for Great Britain from Stralsund in
1899.

Ships cleared
for Great
Britain.

| Nationality. | Steam. | | | | Total. | |
|----------------|--------------------|-------|--------------------|-------|--------------------|-------|
| | With Cargo. | | In Ballast. | | | |
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| German | ... | ... | 2 | 685 | 2 | 685 |
| British | 4 | 2,104 | 1 | 658 | 5 | 2,762 |
| Total | 4 | 2,104 | 3 | 1,343 | 7 | 3,447 |

4,311 tons of raw sugar were exported to Great Britain from the port of Stralsund during the year 1899. Export to Great Britain.

Of the vessels arrived at Stralsund in 1899, 104 ships, with a tonnage of 5,996 tons, came through the Kaiser Wilhelm Canal, and of the vessels cleared from the port of Stralsund, 51 ships, with a tonnage of 3,224 tons, took their way through that canal.

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GERMANY.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE CONSULAR
DISTRICT OF HAMBURG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2263.

Presented to both Houses of Parliament by Command of Her Majesty,
MAY, 1900.

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NOTE.—In the following report on the trade of Hamburg all calculations from German weights and money into British have been made respectively at the rate of, viz. :—

| | | | |
|----------------------------------|----|----|-----------------------|
| 1 double centner (100 kilos.) .. | .. | = | 1.964 cwt. |
| 20 marks 40 pf. .. | .. | .. | 1 <i>l.</i> sterling. |

Reference to previous Report, Annual Series No. 2263.

*Report on the Trade and Commerce of the Consular District of
Hamburg for the Year 1899*

By CONSUL-GENERAL WARD.

(Received at Foreign Office, May 1, 1900.)

Trade in all its branches was very active at Hamburg during ^{Introductory.} the year 1899, and commercial transactions are stated to have upon the whole yielded fair profits. Though business between Germany and some transatlantic countries was not altogether satisfactory last year the loss suffered in this respect was compensated by the favourable results and the expansion of commercial relations between this country and all other parts of the world. It is, on the other hand, perhaps true that Hamburg may not itself have profited in the same important degree by this continued growth of German commerce during the past year, as did the industrial interests more especially of the interior of Germany; but the almost universal rise in 1899 in the values of articles of German export doubtless benefited also the trade of this port. The prices at the same time of most of the leading imports were likewise higher than in 1898; though coffee—the most important article of importation for this market—maintained nearly the whole year its low value, and thereby caused considerable loss not only to the interests of the export trade of the coffee-growing countries, but also to those of the many Hamburg merchants who have much capital engaged in the coffee plantations in various parts of the world.

Whilst it will be seen below that the trade of this port, like that of other parts of Germany, experienced a further considerable increase both as regards imports and exports in 1899, it may be noted that this increase would probably have been still greater had not the scarcity of money and the high rate of discount impeded to some extent the development of trade. It appears indeed probable that this difficult state of the money market will continue for some time yet, and possibly even will become more serious during the year 1900, if, as is likely, the present high pressure rate at which most branches of German manufacturing industry are working, should be maintained.

A further considerable increase took place last year in the
(564)

aggregate tonnage of sea-going vessels visiting this port; and a large addition was made to the total amount of tonnage owned at Hamburg.

A slight falling-off was experienced in 1899 in the total number and tonnage of British vessels visiting this port; on the other hand, the total volume and value of the trade between Hamburg and the United Kingdom will be seen to have been larger last year than in any previous year.

I.—*Shipping and Navigation.*

Shipping of
all nations.

The total number of sea-going ships of all nations which entered this port in 1899 was 13,312, of together 7,766,000 tons register; and the total number which cleared was 13,336, of together 7,780,000 tons register. Amongst the vessels entered 8,450 were steamers measuring together 6,865,000 tons register, and 4,862 were sailing vessels of about 901,000 tons.

A comparison of the figures of last year's arrivals with those of the preceding years, as given below, will show the remarkable development in the sea-borne trade of Hamburg during the past decade, and it will likewise show that as compared with 1898 the past year experienced an increase of 789 ships of together 412,000 tons in the arrivals of sea-going vessels at this port:—

Development
of shipping
trade.

SEA-GOING Ships Entering the Port of Hamburg.

| Year. | Steam. | | Sailing. | | Total. | |
|-------------|--------------------|---------------------|--------------------|---------------------|--------------------|---------------------|
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| 1890 | 5,904 | 4,614,887 | 2,272 | 587,938 | 8,176 | 5,202,825 |
| 1892 | 6,128 | 4,979,481 | 2,441 | 659,529 | 8,569 | 5,639,010 |
| 1894 | 6,603 | 5,581,315 | 2,662 | 647,508 | 9,165 | 6,228,821 |
| 1896 | 7,497 | 5,679,542 | 2,980 | 765,625 | 10,477 | 6,445,167 |
| 1898 | 8,207 | 6,649,150 | 4,316 | 804,668 | 12,523 | 7,354,118 |
| 1899 | 8,450 | 6,865,000 | 4,862 | 901,000 | 13,312 | 7,766,000 |

The two following tables contain a review of the sea-going ships entered and cleared at Hamburg in 1899, arranged according to their respective nationalities:—

Table 1.—SEA-GOING Ships Entered the Port of Hamburg during the Year 1899. Nationality of ships entered.

| Nationality. | With Cargoes. | | In Ballast. | | Total. | |
|------------------------------|--------------------|---------------------|--------------------|---------------------|--------------------|---------------------|
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| British ... | 3,361 | 2,898,923 | 125 | 85,334 | 3,486 | 2,984,257 |
| German ... | 4,767 | 3,625,460 | 2,840 | 378,137 | 7,607 | 3,903,597 |
| Norwegian ... | 539 | 304,875 | 62 | 29,062 | 601 | 333,937 |
| Danish ... | 306 | 68,581 | 148 | 36,074 | 454 | 104,655 |
| Dutch ... | 419 | 95,240 | 209 | 15,756 | 628 | 110,996 |
| Swedish ... | 237 | 84,147 | 39 | 8,096 | 276 | 92,243 |
| French ... | 63 | 68,462 | 5 | 9,776 | 68 | 78,238 |
| Russian ... | 54 | 37,644 | 21 | 11,205 | 75 | 48,849 |
| Belgian ... | 14 | 16,314 | 3 | 8,199 | 17 | 24,513 |
| Spanish ... | 37 | 23,788 | ... | ... | 37 | 23,788 |
| Italian ... | 34 | 34,106 | 2 | 1,592 | 36 | 35,697 |
| Greek ... | 6 | 10,153 | ... | ... | 6 | 10,153 |
| Portuguese ... | 1 | 467 | ... | ... | 1 | 467 |
| Austro-Hungarian ... | ... | ... | ... | ... | ... | ... |
| United States of America ... | 5 | 4,354 | 2 | 1,682 | 7 | 6,036 |
| Brazilian ... | 1 | 1,845 | ... | ... | 1 | 1,845 |
| Chilian ... | 2 | 329 | 5 | 782 | 7 | 1,111 |
| ... | 1 | 578 | ... | ... | 1 | 578 |
| Total ... | 9,851 | 7,180,255 | 3,461 | 585,695 | 13,312 | 7,765,950 |
| " for the year preceding ... | 9,361 | 6,777,367 | 3,162 | 576,751 | 12,523 | 7,354,118 |

Table 2.—SEA-GOING Ships Cleared from the Port of Hamburg during the Year 1899. Nationality of ships cleared.

| Nationality. | With Cargoes. | | In Ballast. | | Total. | |
|------------------------------|--------------------|---------------------|--------------------|---------------------|--------------------|---------------------|
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| British ... | 2,154 | 1,531,511 | 1,326 | 1,426,898 | 3,480 | 2,958,409 |
| German ... | 6,130 | 3,219,138 | 1,491 | 710,033 | 7,621 | 3,929,171 |
| Norwegian ... | 368 | 190,418 | 240 | 146,869 | 608 | 337,287 |
| Danish ... | 432 | 92,362 | 23 | 11,465 | 455 | 103,827 |
| Dutch ... | 570 | 99,855 | 89 | 11,080 | 659 | 110,935 |
| Swedish ... | 246 | 78,823 | 32 | 13,651 | 278 | 92,474 |
| French ... | 61 | 67,313 | 8 | 11,091 | 69 | 78,404 |
| Russian ... | 64 | 38,513 | 17 | 15,592 | 81 | 54,105 |
| Belgian ... | 10 | 9,187 | 9 | 17,436 | 19 | 26,623 |
| Spanish ... | 34 | 23,327 | 2 | 4,680 | 36 | 27,977 |
| Italian ... | 13 | 14,433 | 20 | 24,155 | 33 | 38,588 |
| Greek ... | ... | ... | 6 | 10,153 | 6 | 10,153 |
| Portuguese ... | 1 | 467 | ... | ... | 1 | 467 |
| Austro-Hungarian ... | ... | ... | ... | ... | ... | ... |
| United States of America ... | 7 | 6,036 | 1 | 1,717 | 8 | 7,753 |
| Brazilian ... | ... | ... | 1 | 1,845 | 1 | 1,845 |
| Chilian ... | 7 | 1,111 | ... | ... | 7 | 1,111 |
| ... | 1 | 578 | ... | ... | 1 | 578 |
| Total ... | 10,096 | 5,373,072 | 3,240 | 2,406,635 | 13,336 | 7,779,707 |
| " for the year preceding ... | 9,397 | 5,037,354 | 3,135 | 2,356,979 | 12,532 | 7,393,333 |

On comparing the figures contained in the above tables with those for the year 1898, it will appear that the increase which took place in 1899 in the total number and tonnage of sea-going vessels entering this port was due almost entirely to the large increase in the tonnage of the arrivals under the German flag, which amounted to 470,860 tons register; a small increase took place also in the arrivals under the Swedish, French, Russian, Belgian, Spanish, (564)

and Greek flags; but there was a falling-off—though only inconsiderable—in the tonnage of the arrivals under the British, and other flags not above mentioned. The following table will show from what parts of the world the vessels entering this port in 1899, and in 1898 arrived, viz. :—

Countries
whence ships
arrived.

| From— | 1898. | | 1899. | |
|--------------------------------------|-----------------------|------------------------|-----------------------|------------------------|
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| United Kingdom .. | 3,614 | 2,174,000 | 3,868 | 2,365,000 |
| German ports .. | 4,532 | 687,000 | 4,993 | 723,000 |
| Holland and Belgium.. | 609 | 295,000 | 603 | 307,000 |
| Other parts of Europe . | 2,158 | 1,152,000 | 2,248 | 1,032,000 |
| United States of America | 583 | 1,883,000 | 579 | 1,573,000 |
| Other parts of America | 603 | 894,000 | 593 | 959,000 |
| Africa .. | 180 | 271,000 | 182 | 279,000 |
| India and Indian Archi- pelago .. | 152 | 311,000 | 128 | 289,000 |
| China and Japan .. | 36 | 92,000 | 37 | 91,000 |
| Other parts of Asia .. | 33 | 46,000 | 46 | 69,000 |
| Australasia .. | 22 | 50,000 | 35 | 78,000 |
| Total .. | 12,523 | 7,255,000 | 15,312 | 7,768,000 |

Carrying
trade from
United
Kingdom.

It will be observed from the preceding table that the number and total tonnage of vessels which entered this port from the United Kingdom was considerably greater in 1899 than in the preceding year, and that, in fact, 30 per cent. of the aggregate tonnage entered last year arrived from ports in Great Britain and Ireland.

British
shipping.

With regard more particularly to the movements at this port of vessels under the British flag, it will have been seen that the total number of British ships entered last year was 3,486, and their total tonnage 2,984,257 tons register. Compared with the figures for 1898 there was thus a decrease of 61 British vessels and 86,487 tons register. The following figures will show that though there was a falling-off last year, the total tonnage of British ships arrived here in 1899 was greater than in any other year of the past decade, excepting 1898, viz. :—

Decrease of
British
shipping in
1899.

BRITISH Ships Entered the Port of Hamburg.

| Year. | | | | | Number of Vessels. | Registered Tonnage. |
|-------|----|----|----|----|-----------------------|------------------------|
| 1890 | .. | .. | .. | .. | 3,155 | 2,180,297 |
| 1891 | .. | .. | .. | .. | 3,224 | 2,632,447 |
| 1892 | .. | .. | .. | .. | 3,172 | 2,636,759 |
| 1893 | .. | .. | .. | .. | 3,235 | 2,768,964 |
| 1894 | .. | .. | .. | .. | 3,266 | 2,943,405 |
| 1895 | .. | .. | .. | .. | 3,337 | 2,822,868 |
| 1896 | .. | .. | .. | .. | 3,423 | 2,784,528 |
| 1897 | .. | .. | .. | .. | 3,493 | 2,971,421 |
| 1898 | .. | .. | .. | .. | 3,547 | 3,070,744 |
| 1899 | .. | .. | .. | .. | 3,486 | 2,984,257 |

By far the larger proportion, viz. :—2,830 vessels of together 1,754,567 tons register—of all British ships entered, and 3,134 vessels of together 2,320,273 tons of all ships which cleared at Hamburg in 1899 were, as usual, employed in the direct carrying trade between this port and the United Kingdom; the number of British steamship lines running between this port and the United Kingdom is noticed further below. The total number and tonnage of British vessels employed in the carrying trade between Hamburg and foreign countries, or British colonies and possessions, was last year only 656 of together 1,229,690 tons register. Of this number 180 entered here from other parts of Europe, 261 from North and Central America, 95 from South America, 70 from British India and other parts of Asia, 45 from Africa, and 5 from Australia. On the other hand, 64 British vessels were bound for other European (non British) ports, 124 to North America, 59 to South America, 11 to British India, 66 to Africa, and 22 to Australia.

During the past year the total number of seamen and firemen paid off from British ships at the office of this Consulate General was 7,653, and the number engaged 6,877. Of the total number paid off 3,783 seamen and firemen were foreigners, and of the total number engaged 4,654 were foreigners.

The total amount of seamen's wages remitted last year by this Consulate General to the United Kingdom, according to the so-called transmission of wages system, was 12,370*l.*, and, according to the seamen's foreign money order system, 14,082*l.*, making a total of 26,452*l.*

The remarkable development of the foreign trade of Germany during recent years has naturally been accompanied by a simultaneous increase of the German merchant navy. The "Memorial on the Growth of German Maritime Interests," recently laid before the German Parliament by the Imperial Government, states, that from 1873 to 1894 the total carrying capacity of the merchant navy of this country increased by 139 per cent., and that a further increase of 33 per cent. has taken place since 1894 until the beginning of 1899. According to information furnished by the Germanic Lloyd, the year 1899 shows an addition of 72 steamships and 32 sailing ships. The capacity of individual ships has also considerably augmented since 1873; for at that time the average tonnage of German steamers was 480 tons, whilst in 1898 it had risen to 849 tons. To-day Germany owns 22 steamers of over 10,000 tons each.

Considerable progress has been likewise made in this country of late years in the formation of large undertakings and joint-stock companies for shipping purposes. The total capital owned by German shipping companies in 1897 amounted to 8,676,000*l.* ordinary and 3,431,000*l.* preference shares, whilst in 1899 the same had risen to 13,382,000*l.* ordinary and 3,529,000*l.* preference shares. The market value of the share capital of the Hamburg and Bremen shipping companies is estimated by competent authorities at 15,882,000*l.*; but this does not include numerous private ship-owning firms, so that the total capital engaged in

shipping in Germany may be taken at about 5,000,000*l.* more than the sum last mentioned. The aggregate tonnage of the German merchant navy, as compared with that of the entire world, is at present 8 per cent., and ranks before that of France, of Norway, or of the United States of America ; it is, however, still considerably behind the aggregate tonnage of the British mercantile navy, which is 52 per cent. of that of all maritime countries together. The total value of the German merchant navy is at present estimated at 25,000,000*l.*

Hamburg
shipping.

The mercantile fleet belonging to Hamburg owners experienced a considerable increase in tonnage last year ; this will appear from the following figures, viz. :—

| | Totals on January 1, 1899. | | Totals on January 1, 1900. | |
|---------------|----------------------------|------------------------|----------------------------|------------------------|
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| Sailing | 295 | 216,985 | 289 | 219,310 |
| Steam | 396 | 548,701 | 436 | 637,406 |
| Total | 691 | 765,686 | 725 | 856,716 |

It should be observed that, whilst 26 steamers were lost or disposed of last year, 66 new steamers were newly built or purchased for Hamburg account.

The number of sea-going steamers being built for Hamburg companies and private owners at the beginning of the present year was 33, of together 189,670 gross register tons. Of this number the Hamburg-American line is building 14; the Hamburg-South-America line, 3; the Hamburg-Australian line, 5; the Woermann line, 4; the Hamburg-East African line, 1; the A. de Freitas and Co. line, 3; &c. The greater number of these vessels are being built in Germany, but several also in the United Kingdom, and two at Genoa.

Steamer lines
from
Hamburg.

From the following enumeration of all of the regular steamship lines now running from Hamburg to other parts of the world, it will be apparent what an important share is taken by the German flag in the regular sea-borne traffic of this port, viz. :—

| | Number of Steamship Lines. | Nationality. | Remarks. |
|--|----------------------------------|--------------|--|
| A. LINES FROM HAMBURG TO EUROPEAN PORTS. | | | |
| 1. Great Britain and Ireland | 27 | British | |
| | 6 | German | |
| | 2 | Norwegian | |
| 2. German ports | 11 | German | |
| | 1 | Danish | |
| 3. Russian ports | 6 | German | |
| | 1 | Russian | |
| | 1 | Norwegian | |
| 4. Swedish ports | 3 | German | |
| | 2 | Swedish | |
| 5. Norwegian ports | 4 | Norwegian | |
| 6. Danish ports | 4 | Danish | |
| 7. Dutch ports | 3 | Dutch | |
| | 1 | German | |
| 8. Belgian ports | 2 | Belgian | |
| | 1 | German | |
| 9. French ports | 1 | French | |
| | 1 | Belgian | |
| 10. Ports of Spain, Portugal, Italy, Austria-Hungary, and Turkey | 1 | British | |
| | 5 | German | |
| | 1 | Norwegian | |
| B. LINES TO NON-EUROPEAN PORTS. | | | |
| 1. Ports of Canada and the United States of America | 1 | British | |
| | 8 | German .. | All belonging to one company |
| | 1 | Norwegian | |
| 2. Ports of Mexico | 2 | German .. | Belonging to the same company |
| 3. Brazil, River Plate, and West Coast of South America | 2 | British | |
| | 6 | German .. | Belonging to five different companies |
| | 1 | Brazilian | |
| 4. African ports | 2 | British | |
| | 4 | German .. | Belonging to three different companies |
| 5. Ports of Asia and Australia | 7 | German .. | Belonging to six different companies |

Summarising the above it will be seen that there are altogether 118 regular steamship lines running from Hamburg, of which 33 are under the British flag, 60 under the German, 8 under the Norwegian, 4 under the Danish, 3 under the Belgian, 3 under the Dutch, 2 under the Swedish, 2 under the Russian, 1 under the French, 1 under the Spanish, and 1 under the Brazilian flag.

In October, 1899, the Hamburg-American line, in conjunction with the North German Lloyd Company of Bremen, commenced running the newly established fortnightly line (viâ Antwerp and Naples) to China and Japan alternately from Hamburg and from

Bremen. By using this line (which carries the German mails) from Naples, the duration of the journey from Berlin to Shanghai is now stated to be 33 days, and to Yokohama 40 days.

The Hamburg-American Company contemplates also shortly establishing a new line of steamers from Hamburg to Manaos, Para, on the River Amazon.

**Hamburg-
Levant Line.**

The Hamburg-Levant line now runs steamers to nearly all the larger ports of Egypt, Greece, Turkey, Bulgaria, and the Black Sea. In addition to the establishment last year of a line to Odessa and other Black Sea ports, a regular service was also commenced in October from Hamburg via Egypt to Palestine and Syria, which is expected to yield profitable results in view of the apparent growth of trade between Germany and that part of the East. The preferential rates accorded by the German State Railways, and by this Steamship Company, to goods exported from the interior of Germany (on through bills of lading) to the Levant and Black Sea ports, has already largely contributed towards developing German export trade to those countries, and the Hamburg-Levant line itself has profited proportionately by this increase of trade. In a similar manner the Hamburg-East Africa line has benefited during the last few years by the preferential railway and steamer rates accorded to goods exported from the interior of Germany to East African ports.

**Hamburg-
East Africa
Line.**

**Proposed
steamer line
to the Cape.**

The contemplated establishment of a new regular line of German mail steamers (under a subsidy from the German Government) to the Cape of Good Hope, in view of the increasing commercial relations between this country and South Africa will, it is stated, probably take effect in the course of the year 1900.

Freights.

The unprecedentedly large amount of tonnage built during the past year in all maritime countries does not appear to have had the expected effect upon the freight market, for upon the whole freights maintained both here and elsewhere their rising tendency throughout 1899, though certainly they were not everywhere as high as during the previous year. In spite of the large increase of new vessels, moreover, it is stated that there was at times even some scarcity in available ships both in German and in British ports. It is indeed considered probable, that this scarcity would have become more serious during the last part of the year, when so many steamers were employed for the conveyance of our troops to South Africa, had not just at the same time the failure of the harvest in Southern Russia and India diminished the demand for vessels, and thus neutralised the effects of the event first mentioned. The prominent steamship companies at Hamburg all did a profitable trade in 1899, as will appear from the rates of dividend paid by them respectively for the year in question:—

| | Dividend paid for— | | Dividends paid by steamer lines. |
|-----------------------------------|--------------------|-----------|----------------------------------|
| | 1898. | 1899. | |
| | Per cent. | Per cent. | |
| Hamburg American Line | 8 | 8 | |
| Hamburg South American Line | 16 | 10 | |
| Kosmos Line | 9 | 11 | |
| German Australian Line | 10 | 10 | |
| German East Africa Line | 3 | 6 | |
| Woermann Line | ..* | ..* | |
| German American Petroleum Company | 8 | .. | |
| German Levant Line | 9 | 7 | |

* Private company.

As I mentioned already in my last annual report, the question of framing new discharging rules for ships visiting Hamburg had for some time already been occupying the attention of the Hamburg Chamber of Commerce. Having last year drawn up new rules for this purpose and submitted the project during several months to the criticism of the public, the Chamber of Commerce has, after making some modifications, put the new discharging rules into force since the commencement of the present year. It is admitted by the Chamber that these new regulations will very probably satisfy neither the receivers of cargo, who desired to have the discharging time extended beyond that allowed by the old regulations, nor those shipowners (and in particular British shipowners) who have long been advocating the establishment of a much shorter discharging time, than that now fixed. The Chamber declares, however, that having weighed the interests of both sides against each other, it has come to the conclusion that the time now fixed by the new rules is that best suited to the conditions prevailing at the port of Hamburg. The time allowed for lay days might, it is observed, be reduced in the case particularly of larger sailing vessels, if arrangements could (as at Rotterdam) be made for unloading on both sides at the same time, but the want of harbour-room at Hamburg renders this arrangement, at all events for the present, impracticable.

It may be added, however, that allowance has been made in the new rules for exceptional cases in which the discharging time fixed for vessels in general would evidently be inappropriate; it is provided, that for these cases the time fixed by law shall be considered to have been duly kept, if only it can be shown that reasonable dispatch has been used. It is intended by this rule to prevent a receiver who may have discharged the greater portion of the cargo with great rapidity from possibly keeping the vessel a disproportionately long time before completing the discharging of the remainder of the cargo.

The Court of Arbitration recently established at Hamburg for deciding cases of collision at sea began its work last year, and is stated to have settled several collision cases in a very satisfactory

Discharging regulations.

Arbitration Court for collision cases.

manner. The members of this court are chosen from amongst merchants and persons engaged in shipping, but the president is a lawyer. It was at first feared in some quarters that, as the witnesses called before the Court of Arbitration cannot be examined on oath, many disadvantages might arise herefrom ; but it appears that, so far, this has not been the case. For, though the witnesses cannot be examined on oath before the Arbitration Court, they are always informed that some duly-appointed judicial authority may possibly call upon them subsequently to swear to the evidence which they have given. One great advantage of this newly-established Arbitration Court is the prompt manner of its procedure ; thus saving sea-faring persons, when wanted as witnesses, from having to spend a long time on shore, as they usually are obliged to do when called upon to give evidence before ordinary Courts of Judicature.

Heligoland
light.

The loss of several British ships off Heligoland during the past year has been a forcible reminder of the urgent necessity of improving the light on that island, either by greatly increasing its intensity or by converting it into a revolving or flash light, so as to ensure its being recognised. The German authorities have for some time already announced their intention of erecting a new light, but up to the present nothing has been done.

Telegraph
signal stations
off Weser and
Jade.

As reported by me at the time, day-signal and telegraph stations were established at the end of last year on the two Weser lighthouses at the entrance of that river, and also on the lighthouse on the island of Wangeroog at the mouth of the Jade. Passing ships can now send or receive telegrams from these stations by exchanging signals according to the International Signal Code, the charge per telegram being the same as on land.

Fog signal
station,
Cuxhaven.

Signal station,
Cuxhaven.

Wireless
telegraphy.

A fog signal station was established a few months ago off the "Alte Liebe" landing-stage at Cuxhaven, for the purpose of exchanging signals with all passing vessels. The erection of an improved signal station at Cuxhaven for reporting in-coming and out-going vessels during day and night is shortly to take place.

The remarkable progress made in wireless telegraphy naturally attracted the attention both of the authorities and of the public at Hamburg during the past year. With the permission of the Government, experiments were made during many months at, and off, Cuxhaven, according to the system invented by Professor Braun of Strassburg, in order more especially to test its practical utility for communicating between the shore and the lighthouse and lightships at the mouth of the Elbe. Up to the present no trustworthy report has been published regarding the results obtained by this system, though some authorities report that it is superior to all others. The maximum distance at which telegraphic communication was well maintained by Professor Braun's system is stated to have been about 30 English miles. Whichever system may be the best, remains to be proved ; but, in any event, it is hoped here that it will be possible very soon to establish wireless telegraphic communication between Cuxhaven and the Elbe light vessels ; and that, moreover, before long all

lighthouses, lightships, and life-saving stations along the German sea-coasts will be furnished with the requisite instruments for communicating with vessels passing or in distress. It is needless almost to add that such vessels themselves would, of course, also have to be provided with similar apparatus.

The German Marine Observatory ("Seewarte") at Hamburg ^{Marine} last year celebrated the 25th anniversary of its existence. ^{observatory.} This observatory is maintained here at the expense of the German Government and is at present placed under the direction of a gentleman of high scientific authority and experience. Its object and work may be shortly classified under the following five headings, viz.: (1) Meteorological work, for which the materials are furnished by numerous German shipmasters of the mercantile navy; (2) the testing and regulating of meteorological and nautical instruments, exclusive of chronometers; (3) the collection, distribution, and publication of meteorological information, storm warnings, &c.; (4) the regulation of, and all other work connected with, chronometers; and (5) the drawing up and publishing of descriptions, reports, &c., on foreign ports, sea-coasts, and waters. Numerous stations and agencies which are subordinate to the Hamburg Central Observatory are placed all along the German coasts between Borkum and Memel.

In view of the continued appearance of the plague in various ^{Plague} quarters of the world last year, special regulations were issued in ^{prevention.} August by the Hamburg authorities (in addition to the already-existing German law for preventing the introduction of epidemic and other diseases) in reference to the sanitary control of sea-going ships both at Cuxhaven and at Hamburg. Germany, like most other countries in the north of Europe, besides having issued the laws above referred to, has prohibited the importation of clothing and wearing apparel, bed linen, and rags, from infected districts situated beyond the control of the steamers arriving from abroad. It appears to be the settled opinion now in this country that all the evidence hitherto collected points to the certain fact that rats must be regarded as the chief propagators of the plague. Both at Hamburg and most other German ports directions have accordingly been given to exterminate the rats on all sea-going vessels visiting the port; and a special officer has been appointed here for superintending the destruction of the vermin in question found in sea-going vessels arriving not only from ports stricken with or suspected of plague, but also from any other part of the world.

The total number of persons who emigrated from Hamburg in ^{Emigration.} 1899 was 64,214; and of this number 39,797 were males and 24,417 were females. Compared with the preceding five years, and especially with the years 1897-98, the figures for last year show a considerable increase, viz.:—

| Year. | | | | | | Total Number of Emigrants. |
|-------|----|----|----|----|----|----------------------------------|
| 1894 | .. | .. | .. | .. | .. | 38,827 |
| 1895 | .. | .. | .. | .. | .. | 55,097 |
| 1896 | .. | .. | .. | .. | .. | 52,748 |
| 1897 | .. | .. | .. | .. | .. | 35,049 |
| 1898 | .. | .. | .. | .. | .. | 39,882 |
| 1899 | .. | .. | .. | .. | .. | 64,214 |

Classified according to nationalities, there were last year among the emigrants from Hamburg, viz. :—

| Natives of— | | | | | Males. | Females. |
|--------------------|----|----|----|----|--------|----------|
| Germany.. | .. | .. | .. | .. | 6,261 | 4,399 |
| Austria-Hungary | .. | .. | .. | .. | 11,538 | 8,382 |
| Russia .. | .. | .. | .. | .. | 20,275 | 10,666 |
| Other countries .. | .. | .. | .. | .. | 1,723 | 970 |

The destination of most of last year's emigrants was, as in previous years, the United States of America, viz., 43,813 persons out of a total of 64,214. It may be added that out of the 12,241 emigrants which were forwarded from Hamburg to their destination via British ports, the majority no doubt made their way to the United States of America. The number of persons emigrating last year from here to South America was 3,644; only 169 persons are stated to have gone to Africa.

II.—Trade and Commerce.

A further considerable increase took place in the year 1899 both in the volume and in the value of the aggregate sea-borne import and export trade of Hamburg, as will appear from the figures contained in the two following tables, viz. :—

A.—IMPORTS to Hamburg.

| Description of Imports. | 1897. | | 1898. | | 1899. | |
|---|-------------|------------|-------------|------------|-------------|------------|
| | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| | Cwts. | £ | Cwts. | £ | Cwts. | £ |
| Articles of food ... | 51,344,228 | 31,950,960 | 59,915,509 | 35,791,087 | 53,895,317 | 30,960,610 |
| Building materials and fuel ... | 45,816,542 | 1,798,718 | 45,583,590 | 1,937,686 | 52,751,399 | 2,234,822 |
| Raw materials and partly - manufactured goods ... | 57,780,505 | 45,616,058 | 65,005,134 | 51,296,122 | 69,262,268 | 54,066,917 |
| Textile manufactures | 631,480 | 2,964,424 | 702,798 | 3,291,424 | 585,773 | 3,120,522 |
| Other industrial productions ... | 2,856,485 | 5,456,494 | 3,495,255 | 6,452,616 | 3,788,826 | 6,894,126 |
| Total ... | 158,429,240 | 87,786,654 | 174,702,286 | 98,768,935 | 180,283,583 | 97,276,997 |

B.—EXPORTS from Hamburg.

| Description of Exports. | 1897. | | 1898. | | 1899. | |
|---|------------|------------|------------|------------|------------|------------|
| | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| | Cwts. | £ | Cwts. | £ | Cwts. | £ |
| Articles of food ... | 35,697,138 | 26,076,173 | 37,254,201 | 26,432,863 | 39,307,164 | 26,693,200 |
| Building materials and fuel ... | 7,002,878 | 625,943 | 8,610,707 | 749,209 | 8,644,746 | 849,727 |
| Raw materials and partly - manufactured goods ... | 21,187,760 | 17,605,689 | 23,370,408 | 19,594,249 | 24,194,578 | 22,945,869 |
| Textile manufactures | 885,258 | 8,528,660 | 972,100 | 8,288,026 | 998,644 | 9,031,328 |
| Other industrial productions ... | 7,600,195 | 17,517,704 | 7,617,133 | 18,140,259 | 8,466,849 | 19,232,014 |
| Total ... | 72,343,229 | 70,354,169 | 77,824,549 | 73,204,576 | 81,611,981 | 78,741,136 |

As regards the import trade of Hamburg, the increase in the total volume of the same, as compared with the figures for 1898, amounted to 5,581,297 cwts., but the decrease in the total value amounted to 1,491,938/. Whilst a large augmentation took place last year in the importations of building materials and fuel, of raw materials and partly manufactured goods, as well as of "other" industrial productions, there was a falling-off in the importation of food-stuffs and of textile manufactures.

As regards the sea-borne export trade of this port in 1899 there was, as compared with the figures for 1898, an increase of 3,787,432 cwts. in the total volume and of 5,536,560/. in the total value of all kinds of exported goods. All classes of goods exported hence will be seen to have shared more or less in this increase, the most important augmentation having been in raw materials and partly manufactured goods.

The respective share taken by the various parts of the world in the sea-borne import and export trade of Hamburg in 1899, as well as in the preceding year, is shown by the two following tables, viz. :—

A.—IMPORTS (by Sea) to Hamburg in 1898-99.

| Countries whence Imported. | 1898. | | 1899. | |
|---------------------------------------|--------------------|-------------------|--------------------|-------------------|
| | Quantity. | Value. | Quantity. | Value. |
| | Cwts. | £ | Cwts. | £ |
| United Kingdom .. | 51,514,002 | 19,943,439 | 60,471,197 | 20,629,761 |
| Germany | 4,264,457 | 2,803,193 | 4,016,438 | 3,052,476 |
| Russia | 15,994,041 | 5,005,848 | 10,787,417 | 3,479,622 |
| Sweden and Norway .. | 5,616,634 | 1,882,684 | 5,618,269 | 1,898,965 |
| Netherlands | 1,224,745 | 1,789,149 | 1,137,186 | 1,780,477 |
| Belgium | 1,384,147 | 1,197,984 | 1,218,106 | 1,272,699 |
| France | 1,721,937 | 2,475,752 | 1,804,545 | 2,516,239 |
| Spain and Gibraltar .. | 1,695,345 | 678,411 | 1,884,215 | 697,464 |
| Portugal | 1,054,822 | 952,543 | 1,398,031 | 886,619 |
| Italy and Malta | 2,482,404 | 1,188,355 | 2,569,205 | 1,239,145 |
| Other parts of Europe.. | 2,848,537 | 1,187,562 | 2,317,664 | 1,096,218 |
| United States of America | 45,325,453 | 21,189,427 | 46,147,486 | 21,862,639 |
| Brazil | 3,112,499 | 6,556,201 | 2,142,144 | 4,080,418 |
| Argentine Republic .. | 5,534,325 | 4,617,519 | 6,215,125 | 4,302,540 |
| Other parts of South America | 12,781,313 | 11,052,375 | 14,980,677 | 11,489,661 |
| Africa, Atlantic coast .. | 2,576,171 | 2,041,015 | 2,775,429 | 2,278,259 |
| „ Cape Colony | 187,780 | 599,477 | 264,609 | 864,641 |
| „ other parts | 969,910 | 1,059,478 | 1,119,908 | 1,097,164 |
| British India | 11,498,127 | 8,263,645 | 10,032,697 | 7,225,487 |
| Other parts of East Indies | 809,940 | 774,099 | 960,569 | 1,014,597 |
| China | 306,406 | 913,999 | 253,318 | 872,526 |
| Japan | 426,389 | 546,485 | 627,534 | 797,485 |
| Other parts of Asia .. | 637,542 | 539,346 | 641,840 | 670,724 |
| Australasia | 735,355 | 1,460,919 | 899,975 | 1,571,176 |
| Total | 174,702,286 | 98,768,985 | 180,283,584 | 97,276,997 |

B.—EXPORTS (by Sea) from Hamburg in 1898–99.

| Countries whither Exported. | 1898. | | 1899. | |
|---------------------------------------|------------|------------|------------|------------|
| | Quantity. | Value. | Quantity. | Value. |
| | Cwts. | £ | Cwts. | £ |
| United Kingdom .. | 20,061,512 | 18,864,940 | 20,595,414 | 21,301,797 |
| Germany | 9,193,828 | 8,160,697 | 10,402,668 | 8,012,108 |
| Russia | 2,676,408 | 2,888,001 | 2,027,373 | 3,141,328 |
| Sweden and Norway .. | 5,439,562 | 5,911,983 | 6,079,218 | 6,147,993 |
| Denmark | 2,683,329 | 1,592,435 | 3,684,025 | 1,857,343 |
| Netherlands | 1,310,831 | 1,332,484 | 1,840,929 | 1,444,036 |
| Belgium | 997,693 | 1,066,408 | 1,266,905 | 1,403,295 |
| France | 881,347 | 881,213 | 613,737 | 854,706 |
| Spain and Gibraltar .. | 697,662 | 1,119,313 | 1,268,879 | 1,420,310 |
| Portugal | 563,706 | 640,103 | 712,409 | 744,715 |
| Italy and Malta | 917,024 | 642,437 | 905,368 | 681,959 |
| Other parts of Europe.. | 685,299 | 1,378,556 | 607,856 | 1,120,902 |
| British North America | 1,255,709 | 717,810 | 1,255,355 | 827,805 |
| United States of America | 12,156,799 | 7,326,852 | 12,185,006 | 8,119,133 |
| Brazil | 2,312,090 | 3,349,672 | 2,142,678 | 3,162,723 |
| Argentine Republic .. | 1,104,745 | 1,813,242 | 1,146,433 | 2,167,632 |
| Other parts of South America | 3,947,362 | 5,467,141 | 4,337,117 | 5,563,840 |
| Africa, Atlantic coast .. | 1,439,860 | 1,362,923 | 1,606,047 | 1,674,453 |
| „ Cape Colony | 616,037 | 850,416 | 567,963 | 701,840 |
| „ other parts | 799,278 | 1,030,747 | 780,590 | 1,113,592 |
| British India | 2,026,585 | 1,413,044 | 2,036,326 | 1,371,856 |
| Other parts of East Indies | 352,703 | 708,096 | 395,386 | 903,977 |
| China | 746,187 | 964,387 | 1,070,013 | 1,376,335 |
| Japan | 1,951,794 | 1,919,033 | 1,195,721 | 1,615,133 |
| Other parts of Asia .. | 666,800 | 615,436 | 601,232 | 585,826 |
| Australasia | 2,340,499 | 1,267,150 | 1,832,392 | 1,420,491 |
| Total | 77,824,549 | 73,204,576 | 81,611,983 | 78,741,132 |

It will appear from the preceding tables that in so far as concerns the trade of Hamburg with European countries an increase took place last year in the volume of the imports from Great Britain, France, Spain, Portugal, and Italy, whilst there was a falling-off in the imports from Russia, Sweden and Norway, Holland, and Belgium, and that there was an increase in the exports thence to all parts of Europe, excepting to France.

With regard to the trade of Hamburg with the United Kingdom, it will be seen that the total value of the imports and exports last year was equal to nearly 24 per cent. of the aggregate import and export trade of this port. The total value of the import and export trade of Hamburg with all parts of the British dominions together will be seen to have been equal to about 36 per cent. of its aggregate trade. Considering this fact, and that between 60 and 70 per cent. of the entire import and export trade of the German Empire with the British dominions is carried on by or through this port alone, the importance which is necessarily attached here to the maintenance

of satisfactory commercial relations between Germany and the United Kingdom and all other parts of the British Empire is evident.

Imports from
United
Kingdom.

During the year 1899 the volume as well as the value of the trade between Hamburg and the United Kingdom experienced a considerable increase as compared with the figures for the previous year. As regarded the imports from the United Kingdom, the increase last year amounted to 8,957,195 cwts. in the volume and to 686,332*l.* in the value, the large increase in the former having been due almost entirely to the more extensive importations of coal. This will be seen from the following figures:—

IMPORTS from United Kingdom.

| Articles. | 1897. | | 1898. | | 1899. | |
|---------------------|------------|------------|------------|------------|------------|------------|
| | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| | Cwts. | £ | Cwts. | £ | Cwts. | £ |
| Coals | 42,110,846 | 1,580,022 | 40,654,002 | 1,275,000 | 47,792,743 | 1,818,450 |
| All other goods ... | 11,192,070 | 17,821,920 | 10,860,000 | 18,668,439 | 12,677,454 | 19,011,311 |
| Total | 53,302,916 | 19,101,942 | 51,514,002 | 19,943,439 | 60,471,197 | 20,829,761 |

From the statistical returns which are at present obtainable it appears that there was an increase last year (1) in the following articles of food imported from the United Kingdom, viz., coffee, cocoa, and fresh fruit, whilst the imports of tea, fresh vegetables, rum and beer experienced a decrease; (2) amongst raw materials and partly-manufactured goods imported from the United Kingdom the following show increased importations, viz., coal, iron ore, sheet iron, cobalt and nickel ore, horsehair, bristles, train oil, palm oil, shoddy wool, woollen and part-woollen yarns, jute yarns and linen yarns, whilst there was a falling-off in the importations of chemical products, indigo, varnish, gold and silver ore, iron bars and plates, steel and steel plates, copper and yellow metal, tin, hides and skins, leather, tallow, cotton-seed and linseed oils, sheep's wool, cotton and cotton yarns, and jute; (3) amongst manufactured goods imported from the United Kingdom last year the following experienced an increase, viz., sacks, hats, straw manufactures, anchors and chains, superior iron manufactures, locomotive engines and sewing machines, whilst the following articles belonging to this class of goods experienced a falling-off in their importations, viz., silk and partly silk goods, woollen and part-woollen goods, cotton goods, linen goods, hosiery, indiarubber manufactures, paper, earthenware, rough iron goods, steel pens, machinery of various kinds, and miscellaneous goods.

Exports to the
United
Kingdom.

With regard to the export trade of Hamburg to the United Kingdom in 1899, it will be gathered from the above tables that both the volume and the value were greater last year than in 1898, the increase for 1899 having respectively been 533,902 cwts. and 2,416,857*l.* Amongst (1) articles of food exported to the United Kingdom from this port, the following

experienced an increase last year, viz., raw and crystallised sugar, rice and eggs, whilst there was a falling-off in the exports of refined sugar, fresh vegetables and fruit, barley, oats, potato flour, and butter; amongst (2) raw materials and partly manufactured goods the following show increased shipments to the United Kingdom, viz., aniline dyes, raw camphor, copper, zinc (very large increase), hides and skins, leather (large increase), bristles, cane, rags, sheep's wool, woollen and part-woollen yarns, and linen yarns, whilst there was a falling-off in the exports of indiarubber, of chemical products, palm oil, clover seed, and cotton yarns; amongst (3) manufactured goods exported to the United Kingdom in 1899, the following show increased shipments, viz., woollen and part-woollen goods, cotton goods, hosiery, haberdashery, furniture, indiarubber goods, gloves, paper, superior iron manufactures, sewing machines, pianos, and hardware, whilst there was last year a falling-off in the exportations of linen goods, of superior wooden manufactures, of glass and chinaware, of copper and brass manufactures, and of miscellaneous articles of industry.

As regards the trade of Hamburg with non-European countries, there was in 1899 a small increase as compared with the previous year in the volume of goods imported from the United States of America, from Cuba, Hayti, Ecuador, the Argentine Republic, Uruguay, Australasia, the Cape Colony, and other parts of Africa, and from Japan, and a rather large increase in the imports from Chili, whilst all other countries not enumerated here experienced a falling-off. On the other hand there was a slight increase in the volume of goods exported last year from this port to the following over-sea countries, viz., the United States of America, the West Indies, the Argentine Republic, Peru, Africa, with the exception of Cape Colony, and British India, whilst a more considerable increase took place in the export trade to Chili, and also to China.

Trade between Hamburg (and other parts of Germany) and British North America does not appear to have suffered any diminution, as was apprehended here, in consequence of the cessation of the most-favoured nation treatment between Canada and Germany. The exact figures for 1899 of the imports from Canada are not yet obtainable, but it may be stated that in 1898 the imports to Hamburg from British North America amounted to 1,021,682 cwts., as against only 642,122 cwts. in 1897. On the other hand, the exports from this port to British North America were 1,255,355 cwts. in 1899 and 1,255,709 cwts. in 1898, whilst in 1897 they were only 535,954 cwts.

The volume of trade between Hamburg and the United States of America is larger than that of the trade between this port and any other country excepting Great Britain. In so far as regards the import trade from either country, it should, however, be borne in mind—as already pointed out in the above remarks on the trade with the United Kingdom—that nearly four-fifths of the total volume of the imports from the latter country consist of coal. Comparing, moreover, the respective values of the imports

to Hamburg from each of the two countries in question, it will indeed be found that since 1897 the annual value of the imports from the United States of America has exceeded that of the imports from Great Britain. In so far as regards the exports, both the value and volume of the export trade to the United Kingdom from this port considerably exceeds that to the United States of America.

**West Indies
and Central
America.**

Business between Germany and the West Indies and almost all of the Central and South American Republics continued last year to be unfavourable. Trade with Mexico, however, formed an exception, for, owing to the maintenance of the well ordered finances and to the steadily growing economic prosperity of that country, its foreign trade as well as its domestic commerce experienced a further increase in 1899. In the United States of Colombia and in Guatemala it was not merely the influence of the continued low coffee prices, but also the financial crisis which interfered with business; whilst in Venezuela the troubled political state of the country during the greater part of the year put an almost entire stop to trade. The importance of the export trade of Hamburg to these three Republics has diminished by more than 50 per cent. that is to say from about 1,650,000*l.* to 770,000*l.* With regard to the former Spanish West Indian possessions, these have hardly yet recovered from the effects of the late rebellion and war, and business will be some time before its recovers its normal state. In St. Domingo a political revolution interrupted commercial activity during many months; whilst in Haiti, the trade of which with Hamburg used to be of considerable importance, a further fall in the coffee prices (which only slightly recovered towards the end of the year) and the rise in the price of gold rendered all foreign trade with that country almost impracticable.

Brazil.

The export trade of Hamburg to Brazil has been declining in extent ever since 1896, in which year its value amounted to about 4,400,000*l.*, whilst last year it was only 3,162,728*l.* A slight improvement was, it is true, experienced in business with Brazil last year in consequence of the average rate of exchange on London having been a little more favourable than in 1898; but the fact of the rise having been so very slight is regarded as proof that there is no real confidence as yet in the direction of affairs. On the other hand even the rather higher coffee prices which set in a few months ago have been unable to influence trade between Germany and Brazil in a favourable sense. It must, moreover, be observed that the number of industrial establishments of all kinds, and more especially of textile goods, has of late been increasing considerably in Brazil, and that these factories, being protected by a high import tariff, are naturally diminishing the demand for textile and many other kinds of goods hitherto imported from Germany and other parts of Europe; whilst in some other articles the growing competition of the United States of America is more and more felt in the already difficult markets of Brazil by the European export trade.

German commercial relations with the Argentine Republic benefited last year by the re-establishment of friendly political relations between that country and Chili, as well as by the effects of a good corn harvest, and of the high prices of wool, both of which increased the prosperity of the inhabitants of the River Plate districts. The commercial and industrial condition of the Argentine Republic showed a great improvement in 1899, and is regarded as very promising for the future. There was a good demand last year for foreign manufactures of most kinds; and Germany, and in particular Hamburg, shared largely in the increased exportation of European goods to the River Plate. It will have been observed from the preceding tables that the exports from Hamburg to the Argentine Republic amounted to 2,167,632*l.* in 1899, as against 1,813,242*l.* in the preceding year, whilst the value of the imports from that country to Hamburg last year was 4,802,540*l.*, as against 4,617,519*l.* in 1898.

The more settled political and financial condition of Chili had naturally a beneficial effect in 1899 upon the trade of that Republic with Germany as well as with other countries. The improvement in the exchange on London gave a further impetus to the trade of Hamburg and other parts of this country with Chili, and the rise in the price of copper which was of great advantage, as it enabled not only new mines to be opened but old ones to be worked again, as well as the satisfactory grain crop of 1898-99, increased the purchasing power of the inhabitants and the demand for a certain number of foreign goods. It should, however, be observed also in the case of Chili, that the growing development of industries in that country and its protective tariff, must necessarily gradually render foreign trade more and more difficult.

Business between Hamburg (and other parts of Germany) and Uruguay, which had almost come to a standstill in consequence of the revolution in that country, has of late again, thanks to energetic measures taken by the Government, assumed more normal conditions. The renewal, moreover, of the Commercial Convention between Germany and Uruguay has been welcomed by German exporters with great satisfaction.

The trade of Hamburg with British India, notwithstanding the re-appearance of the plague in some parts of that Empire and the calamitous effects of the more and more widely spreading famine, will be seen to have experienced only a very slight diminution. Taking these adverse events into consideration, which naturally restricted the demand for foreign imports in India, business of Hamburg exporters to that country is reported to have been less unsatisfactory than might have been expected. It may be added, that the adoption of a gold standard by British India has given great satisfaction at Hamburg to all those who are interested in the trade with that country.

Thanks to the peaceful condition of China during the past year, the export trade to that country experienced a marked develop-

ment, although the general extension of the existing Chinese railway system appears to be making only very slow progress. The rise in silk prices, together with advancing prices of silver which diminished exchange fluctuations, contributed towards increasing the demand for foreign goods, and thus nearly all of last year's German imports were able to be cleared off in the Chinese markets, whilst fresh orders were obtained. It is expected here that the recent establishment of a fortnightly line of German-mail steamers between Hamburg-Bremen and the Far East will give a considerable impulse to the German export trade to China. The new harbour and railway works in Shantung are, it is stated, being pushed forward by the German authorities, and trade between this German possession and the interior will, it is hoped, be thus developed. At present, trade in Shantung is in its infancy, and imports are still limited to the supply of the wants of the German and other European inhabitants of the colony. A German line of steamers is now running regularly between Shanghai and Tsintau, in connection with the above-mentioned fortnightly German mail service to China.

Japan.

Though the figures of the total imports into Japan from European countries last year are stated, according to Japanese statistics, to show a considerable decrease, as compared with those of 1898, a large share in this falling-off must (it is considered here) have been due to the decrease in the rice importations, which in the year 1898 had been very extensive, owing to the failure of the Japanese rice crop. Nearly all articles of European importation to Japan experienced, however, a more or less considerable diminution in 1899; only some few imports from Hamburg, amongst which wool, spirits, and tobacco, are stated to have increased last year. It is, at the same time, considered here that the general business outlook in Japan is favourable for European trade; and that the good effects of last year's satisfactory harvest, as well as the increased production of silk and tea, and likewise the more promising financial condition of the country, have already begun to make themselves felt by numerous orders received from Japan, both at Hamburg and elsewhere, for European goods.

Australia.

A further development is apparent in the commercial relations between Germany and Australia from the statistics of the import and export trade between that continent and Hamburg which are given in the preceding table. In particular the export trade from this port to Australia shows a considerable increase as compared with the figures for 1898, and this circumstance was no doubt due to the generally satisfactory condition of most parts of Australia last year owing to fair results of the wool and corn crop, and in so far as concerned Western Australia, to the increase in gold production. It is regarded here as a source of much satisfaction that nearly all the German exports for Australia now find their way there by direct German steamer lines, so that the German exporter is no longer obliged, as formerly, to employ a British intermediary. This result has been largely due to the Hamburg-Australian

Steamship Company, and also to the North German Lloyd Company, of Bremen, and the subvention paid to the latter by the German Government since the year 1885 is now bearing profit for German trade. It is stated that, in view of the favourable results attained, the North German Lloyd will, during the present year, run its steamers to Australia at more frequent intervals than heretofore.

Trade between Germany and South Africa, which during the first part of last year was satisfactory, was, of course, unfavourably affected by the political outlook, and subsequently by the actual outbreak of war. During the last quarter ordinary business transactions were almost at a standstill, and exports from Hamburg—which is in fact the only German port trading with South and East Africa—were confined to shipments of provisions and a few other miscellaneous goods for Cape Colony, or for firms in Delagoa Bay. An increase was experienced, on the other hand, last year in the trade of Hamburg with the West Coast of Africa, in consequence, to a great degree, of the opening up of the inland districts adjacent to the coastal colonies, and also to the recent extensive employment of German and Belgian capital in the plantations in that part of Africa. The high prices last year of the leading products of Western Africa, viz., gum, ivory, ebony, palm-seed, palm oil, and piassava, likewise had an animating effect on business. It is considered here that the German possessions in West Africa are now rapidly developing in a satisfactory manner, whilst in German South-West Africa the progress of the railway which is being built from Swakopmund into the interior, as well as the formation of a large company for exploiting the copper mines in the northern part of that territory, will, it is thought, largely contribute towards its industrial development.

Some summary remarks on the general course and extent of last year's business in the staple articles of trade at Hamburg are here subjoined:—

The total importations of coffee to Hamburg in 1899 were less in amount than in either of the two previous years, and amounted to 318,500,000 lbs., as against 400,000,000 lbs. in 1898, and 372,000,000 lbs. in 1897; but they largely exceeded the total importations to this port 10 years ago; for in 1890 only 212,000,000 lbs. were brought here from the various coffee-producing countries. The sales last year amounted to 337,000,000 lbs., as against respectively 374,000,000 and 351,000,000 lbs. in 1898 and 1897. With the exception of the last three months, prices, though fluctuating, remained in 1899, upon the whole, at the same low figure as in 1898, and business during the first three quarters of the year was unsatisfactory for Hamburg importers. It was only in October that a decided advance took place in quotations for coffee in consequence of reports of the outbreak of the plague in the Santos district; and though these reports turned out later to be exaggerated, they resulted in causing a considerable demand from inland German customers, and a profitable business for the

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Retrospective
review of
business in
staple articles
of trade in
1899.
Coffee.

Hamburg market. The continued low coffee prices which have now lasted some time, and which are the consequence of over-production in so many Transatlantic countries, have for the last year or two caused increasing efforts to be made at Hamburg (as well as elsewhere) to augment the consumption of this article by all possible means. Whilst on the one hand improved methods have been lately introduced here for roasting coffee, other means for increasing its sale consist in making the outward appearance of the coffee dealer's shops as attractive as possible, in putting up the coffee in tasteful packings, and advertising its sale in various other ways.

Tea.

The tea market was subject to many fluctuations during the year 1899. Whilst the season opened, comparatively speaking, calmly, reports from London regarding very limited supplies being expected of ordinary Chinese teas, soon sent prices up, and as subsequently nearly all the stock of these sorts were bought up by the London market, ordinary Souchong and Congou were wanting here altogether for many months; for in spite of the rise in quotations, Chinese production did not increase. Towards the autumn, however, considerable quantities of Congou arrived here, and a larger stock of this tea remained on hand at the end of 1899. In consequence of the advance in prices in Europe, India and Ceylon are stated to have made great efforts last year to produce largely and as early as possible, and considerable importations of ordinary sorts were indeed made to the United Kingdom from those countries in the summer months. For superior teas, both Indian and Chinese, the past year is not considered to have been favourable. The crop of superior Congous is said to have been a failure, whilst that of superior Souchongs was below the average, and that of Ceylon and Indian teas was likewise not equal in quality to the previous year's crop. Upon the whole, the demand in 1899 from the Continent was not active, and the last two mild winters are considered to have contributed in diminishing the tea consumption in the northern climates of Europe. On the other hand, it must be observed that many firms at Hamburg and elsewhere on the Continent, continue to import their wants direct from China or from India, instead of taking them from the London and other large markets in Europe. The stocks of tea remaining on hand at the end of 1899 in these markets is said to have been considerable.

Sugar.

The year 1899 opened in the German sugar markets with declining prices, and with unfavourable opinions regarding the future. Some experienced authorities, however, warned against indulging in these pessimistic views, and this warning soon turned out to have been justified, for towards the end of January matters assumed a different aspect. Very large orders for sugar were received about that time, both here and elsewhere, from Paris, and a general rise at once took place in quotations. During the ensuing months prices maintained their rising tendency owing to various causes, the chief one being the low water in the

German rivers, so that fresh supplies could only reach this port with difficulty from the interior. Speculation drove prices up still higher, until in May a reaction set in, when it became evident that consumption could not possibly keep pace with the rise in prices. When the fall took place, large orders at once arrived for sugar from the United States of America, and this again caused a slight advance in prices which lasted till August. After this date a steady decline in quotations set in until winter commenced. As the season advanced it was found that the estimate of the world's sugar production for 1899 had been taken too low, and this again influenced the market unfavourably, so that the past year closed with prices standing at almost the same low figure as at its commencement.

The total exportations of sugar from Hamburg to the United Kingdom, Canada, and the United States together in 1899, as compared with the two preceding years, was as follows:—

| Year. | | | | | To United Kingdom. | To Canada and United States of America. |
|-------|----|----|----|----|--------------------------|--|
| | | | | | Sacks. | Sacks. |
| 1899 | .. | .. | .. | .. | 5,416,000 | 2,105,000 |
| 1898 | .. | .. | .. | .. | 4,335,000 | 2,163,000 |
| 1897 | .. | .. | .. | .. | 4,602,000 | 4,458,000 |

It has been estimated that the total world's production for 1900 will probably exceed that of 1899 by about 500,000 tons, an immense surplus; but it is also thought that there has already been, and will continue to be, a large increase in consumption of sugar in Europe and in America during the present year.

In its recently published Annual Report, the Hamburg Chamber of Commerce observes with regard to the sugar question: "During the year 1899 no change took place in the question of sugar taxation or of abolition of export bounties in European countries. But an event of importance should be noted, viz., that British India, following the example of the United States of America, last year introduced a duty on imported sugar equal in amount to the export premium accorded to such sugar in its country of origin. By many leading political economists in this country the adoption of the system of countervailing import duties has been advocated also for Great Britain. For it is considered probable here that inasmuch as the granting of bounties on sugar by the State exporting to that country really only represents a payment made by the former, the imposition of countervailing import duties in the United Kingdom on bounty fed sugar would certainly lead to the abolition of these bounties in Germany. It is," remarks the Hamburg Chamber of Commerce, "therefore our opinion that the adoption of such a measure by the United Kingdom would be gladly welcomed here."

Cocoa.

The importance of cocoa as a staple article of trade is becoming more apparent every year at Hamburg. Though the cocoa harvest was abundant last year in nearly all of the producing countries, the increasing demands of consumption in Germany were fully able to absorb the larger quantities brought to this market. The total importations of cocoa to Hamburg alone in 1899, viz., 378,464 sacks, were considerably in excess of the arrivals during the previous year; and the sales, as already observed, were likewise much more extensive. The stocks remaining on hand at the end of last year were again very limited. Prices of nearly all leading sorts evinced a rising tendency throughout the past 12 months. In view of this increasing consumption of cocoa in Europe, it is considered here, that the attention of growers should now be directed towards further extending the cultivation of the cocoa plant; but that, at the same time, measures should be adopted for maintaining prices at such a level as may enable all concerned in the cultivation and trade of this product to derive a reasonable profit in return for their labour. The importation of the chief sorts of cocoa, and the stocks remaining on hand at Hamburg during each of the last two years, were respectively as follows:—

| Country of Origin. | 1898. | | 1899. | |
|------------------------|----------|------------------------|----------|------------------------|
| | Imports. | Stock, December 31. | Imports. | Stock, December 31. |
| | Sacks. | Sacks. | Sacks. | Sacks. |
| Guayaquil | 88,493 | 5,121 | 143,105 | 3,831 |
| Bahia | 35,103 | 710 | 45,070 | 1,075 |
| Cape Hayti and Jeremie | 10,484 | 647 | 12,004 | 894 |
| Samana | 87,891 | 104 | 51,447 | 323 |
| Trinidad | 4,842 | 401 | 8,395 | 219 |
| Caracas | 11,400 | 1,429 | 17,514 | 2,563 |
| St. Thomé and African | 42,669 | 1,373 | 70,820 | 2,195 |
| Ceylon and Java .. | 7,529 | 447 | 13,974 | 472 |
| Jamaica | 1,455 | (?) | 2,750 | (?) |

Last year's importations of rice to this port, amounting to 1,754,037 sacks, show an increase of 235,241 sacks as compared with 1898, though the high figures of 1897 have not again been reached. A brisk business with rising prices took place in January, owing to the poor prospects of the Burnah crop, which led merchants to anticipate an increase of prices during the year. The quotations for Japan rice reached in the autumn the very low price of 8s. 6d., which was, however, followed by a sudden rise of 50 per cent. in consequence of a typhoon and other prejudicial influences interfering with supplies. Many shippers indeed were unable to fulfil their contracts; and during the last quarter of the year this condition of the market was specially unfavourable to the millers, who had to pay 10 per cent. more for the raw product without being able to obtain a corresponding increase in the

selling price. The demand for broken rice was exceptionally great in the autumn, while the orders for finer sorts were not so numerous. The quality of Saigon rice was again inferior last year; that of Burmah was satisfactory, though the grain was rather small.

The year 1898 closed with a stock of 361,700 sacks, and the importations in 1899 were 1,754,037 sacks, or together 2,115,737 sacks; the stock in hand at the end of 1899 having been 450,900 sacks, the consumption during 1899 was therefore 1,664,837 sacks.

Business in nearly all kinds of spices is stated to have been **Spices.** satisfactory in its results last year for Hamburg importers. The prices of most spices experienced a rise; whilst those few kinds which declined in value during the first part of the year, likewise advanced towards the end of the season. The importations of cinnamon amounted to 7,800 packages, as against 6,800 in 1898; of Ceylon chips, 12,000 sacks, as against 7,900; of cassea lignea, 22,800 chests, as against 23,900; and of ginger, 5,100 packages, as against 5,610 packages in 1898. With regard to cloves, 24,500 bales were imported last year, as against 13,000 bales in the previous year, and prices were subject to less fluctuation than in 1898. During the first nine months of 1899 direct importations from Zanzibar found ready buyers here; but in autumn the low prices ruling in Holland attracted buyers chiefly to that market. Of pepper of all sorts, about 65,000 sacks were brought to Hamburg last year, as against 49,900 sacks only in 1898; but these increased importations all found buyers, so that the stocks on hand were almost entirely cleared off. A further rise in the prices of pepper (of all kinds) was looked forward to for the beginning of the present year. 35,000 sacks of pimento were imported to this port in 1899, as against 21,300 in 1898. Prices fell towards May and reached their lowest rate in September in consequence of the continued large arrivals, but a rise in pimento followed when news arrived of the entire destruction of the stocks of this article in Jamaica.

The export trade in wine from Hamburg to the northern parts **Wine.** of Europe, viz., Sweden and Norway, Denmark, and Russia, was comparatively speaking, only of limited extent last year; whilst shipments to Transatlantic countries consisted almost entirely in small quantities destined for private customers. The importations of Bordeaux wines to this port were likewise only small in amount, as the Hamburg market is still well supplied, more especially with 1893 bottled wines, and with 1896 wines in cask. The import trade of Spanish wines to this country has doubtless already profited by the recent conclusion of the Spanish-German Commercial Convention; whilst business in Portuguese wines will on the contrary be prejudicially affected thereby. The consumption throughout Germany of the native Rhine and Moselle wines continues to increase.

The direct import trade to Hamburg of Jamaica rum is stated **Jamaica rum.** to have yielded profitable results for importers last year as well as in 1898, notwithstanding the last two mild winters which, it was

thought, would prejudicially affect the consumption of rum. Hamburg and Bremen spirit merchants appear to have almost entirely discontinued the practice of purchasing their supplies of rum in London; they now import direct from Jamaica, and thus save the commission formerly paid to the middleman.

Butter.

The year 1899 was distinctly unfavourable for the Hamburg butter market; prices were considerably higher than in previous years, but only the producers can have had any reason to be satisfied with the results of business. The actual market prices fluctuated from 95 marks per barrel (of 95 kilos.) in June, to 135 marks in the beginning of October; the average price for the year was 112½ marks, as compared with 98½ marks in 1898, and 103 marks in 1897. At the end of 1898 a committee was organised for the purpose of regulating the excessively high prices ruling during the closing months of that year; and, though not entirely successful in its labours, this committee succeeded in making it possible for the public during the past year to obtain the finest qualities of butter at firmer prices than had formerly been the case. Last year's export trade was only of limited extent; according to the views held here, German butter, in consequence of its inferior quality, cannot compete with Danish and Swedish sorts in the markets of the United Kingdom, and British colonial butter is said to be preferred to that of Germany in the English market. Producers in Schleswig and Holstein have repeatedly—though it appears vainly—urged that the butter made by them should be submitted periodically to the test of duly appointed authorities, so that the exportation of only good qualities may be assured. Trade with the interior of Germany last year was better; and the advantageous railway rates had a favourable effect upon the butter business. Russian butter found its way again to the Hamburg market in 1899, and is stated to have met with increasing favour. The prices asked for Finnish butter were too high and prevented larger importations. Canadian and American butter was brought here only in small quantities; nor is it likely, in view of the large home consumption of these sorts, that this trade will increase.

Lard.

Whilst in 1898 business in lard had been subject to considerable fluctuations, in consequence chiefly of the Spanish-American War, last year's trade bore an exceptionally calm character, and the difference in prices during the whole season did not amount to more than 3s. per cwt. The leading characteristic of business in lard during 1899, was the fact that speculation appears to occupy itself far less with this article than formerly, and orders are now as a rule given merely for immediate wants. The consequence of this is, that stocks at Hamburg and other importing markets are now much more limited than they used to be, but a further result will be that these markets will become more and more dependent upon the leading markets of the United States of America. Returns showing the importations of lard to Hamburg last year have not yet been published, but it is estimated that the exportations from America to Germany last year were

about equal to those of the year 1898. As Austria took hardly any lard from this port last year, it may be assumed that the consumption of this article in Germany in 1899 was considerably greater than in the preceding year.

It is long since the grain market has been so little subject to price fluctuations as was the case in 1899. The most noticeable event last year was perhaps the increased favour shown to American maize, which as an article of import now ranks first amongst cereals at Hamburg. The low price of this article (which fell nearly 15 marks per 1,000 kilos. last year) was due chiefly to the extensive American harvests, and partly to the circumstance that the regular Hamburg-American steamers, being frequently in need of cargo for their return voyages, are thus enabled to take cargoes of maize at very low rates. Maize is much preferred to rye by brewers, as the price of the latter has been kept high in consequence of limited crops in Russia. The importations of wheat, especially of North American hard winter sorts, were extensive last year, notwithstanding the German crops were also very good and found a ready market both for export and for home consumption. The market for barley was considerably affected by the fine harvests in Great Britain and in Denmark. Danish barley was imported in large quantities, but attempts to introduce supplies from the United Kingdom appear to have had no satisfactory result. Complaints were made regarding the quality of barley imported from Russia; on the other hand, imports from Mexico gave much satisfaction. The importations of oats to Hamburg experienced a decrease last year. The closing prices (for 1,000 kilos.) for the chief kinds of grain at this port in 1899 and in the preceding year were as follows:—

| | Prices at the End of— | | | |
|--------------------------|-----------------------|--------|--------|--------|
| | 1898. | | 1899. | |
| | From— | To— | From— | To— |
| | Marks. | Marks. | Marks. | Marks. |
| Wheat, German | 160 | 167 | 150 | 152 |
| „ foreign (transit) .. | 188 | 145 | 120 | 180 |
| Rye, German | 148 | 162 | 142 | 148 |
| „ foreign | 118 | 122 | 108 | 112 |
| Barley, German | 180 | 210 | 180 | 210 |
| Oats, „ | 140 | 150 | 182 | 140 |
| „ foreign | 115 | 130 | 100 | 115 |
| Maize, North American .. | 90 | 91 | 73 | 74 |
| „ other foreign | 88 | 98 | 75 | 76 |

The importations of pearl sago and sago-meal during 1899 Sago and amounted to about 25,000 sacks, as against 22,400 sacks in 1898, tapioca. and 36,000 sacks in 1897. The course of business last year was uneventful, but on the whole satisfactory, for importers, and the low stocks at the end of the year in this market should ensure a

ready demand for shipments during 1900. The low prices given of late years for sago-meal have improved during the past 12 months, and although the quality of last year's importations gave rise to complaint, as they are stated to have been lumpy and damp, prices nevertheless advanced at the close of 1899 to 9½ marks per 50 kilos.

The imports of tapioca reached about 26,000 sacks, as compared with 13,500 sacks in 1898, and business in all the various kinds was good. The highest prices obtained were: for pearl tapioca about 16 marks, for barley tapioca 17½ marks, and for flake tapioca 18½ marks per 50 kilos. The demand for this last sort was exceptionally brisk, and the price for the finest qualities which found a ready sale, rose as high as 20 marks per 50 kilos.

Potato
products.

The past year was very satisfactory in so far as concerned the quantities of potato flour and starch exported from Hamburg, which largely exceeded those of the year 1898. In view of the serious competition of Holland, German trade in these products is, however, only able to hold its own successfully when potato prices in Germany are favourable (which was the case last year) and when, moreover, the greatly favoured position of the German spirit distillers does not interfere with the manufacture of flour and starch. The 1898 potato crop in Prussia was the second largest experienced during the past 20 years; it amounted on an average to 10,420 kilos. per hectare (2½ acres), a figure only surpassed in 1895, whilst in other years it has varied between 5,674 and 9,900 kilos. The returns of the exports of potato products for the entire year 1899 have not yet been published, but for the period from January 1, to October 31, the exports from Hamburg were as follows:—

| Year. | | | Potato Flour and Starch. | Dextrine. | Grape Sugar. | |
|-------|----|----|--------------------------------|------------|--------------|------------|
| | | | | | Liquid. | Solid. |
| | | | 100 kilos. | 100 kilos. | 100 kilos. | 100 kilos. |
| 1898 | .. | .. | 83,030 | 58,178 | 10,219 | 7,359 |
| 1899 | .. | .. | 278,545 | 81,255 | 10,978 | 10,142 |

Dried fruit.

Trade last year in dried fruit at this port was upon the whole satisfactory. The conclusion of the commercial treaty with Spain reopened the German markets to the products of that country; and though the fruit trade has not yet regained the importance of former times, the prospects for the future are undoubtedly favourable. Spanish raisins (Valencia sultanas, and Valencia and Malaga muscatels) found a ready market here last year, and the outlook is good. The competition of Californian raisins has seriously prejudiced the Turkish trade in these products, and the latter will have to reduce its prices if the preference for Turkish raisins, &c., is to be maintained. Prices for currants were low last year. The weather was unfavourable for the harvest in

Greece, and the quality of the fruit from that country was not satisfactory. With regard to American dried apples it may be noted that the condition of some cargoes is stated here to have given cause for much complaint, though trade in this article in 1899 was fairly profitable for importers. Nearly all the supplies of apples in barrels which reached Hamburg last year came from the southern parts of the United States of America and from Canada.

The total importations of herrings to this port were :—

Herrings.

| Year. | | | | | | Quantity. |
|-------|----|----|----|----|----|-----------|
| | | | | | | Barrels. |
| 1899 | .. | .. | .. | .. | .. | 257,853 |
| 1898 | .. | .. | .. | .. | .. | 357,633 |
| 1897 | .. | .. | .. | .. | .. | 308,693 |

The importations last year consisted of :—

| | | | | | | Quantity. |
|------------------------------|----|----|----|----|----|-----------|
| | | | | | | Barrels. |
| Mattica | .. | .. | .. | .. | .. | 23,733 |
| Shetland and East Coast | .. | .. | .. | .. | .. | 133,055 |
| Grimsby, Yarmouth, and Irish | .. | .. | .. | .. | .. | 75,420 |
| All other sorts | .. | .. | .. | .. | .. | 85,654 |

During the winter and spring months the stock of herrings in the German markets was barely sufficient to meet the large demand, and when the new season opened stocks were completely cleared out. As the fishing on the west coast turned out only small, the quantities brought here from those parts were quickly disposed of. Though fishing in Shetland was good, that on the east coast was an entire failure; and, as there was a considerable outfall in the supplies from Norway and Holland, as well as of Scotch fish, prices maintained their rising tendency until the middle of November, when arrivals from Yarmouth, Lowestoft and other English stations were fairly plentiful, and prices dropped slightly. Offers of these English herrings were made direct to German inland markets, and quotations for these affected prices also at Hamburg, which soon fell considerably not merely for English, but also for Scotch herrings. The subsequent failure, however, of the Norwegian and Swedish fishing brought about a certain recovery in prices at the end of last year. The importations of German herrings to Hamburg last year were considerably less than in 1898, that is to say, only 60,000 barrels, as against 100,000 barrels. With regard to the question of increasing the German import duty on foreign cured herrings which has been raised in this country for some years past, it may here be observed that in the course of 1899 numerous petitions

were laid before the German Parliament by German fishery companies in favour of raising the present import duty from 3 to 6 marks per barrel. This request was not acceded to by the German Parliament; but it may be noted that the Government Commissioner at the same time declared that the subject would have to be fully considered again by the Commission now engaged in framing the new German customs tariff. It is thus, in any event, unlikely that a change will be made in the existing rate of import duty on foreign-cured herrings during the next year or two.

Honey.

The trade in honey may be considered to have been favourable last year for Hamburg importers and dealers, although the failure of the honey crop in North America and partly also in Mexico caused a slow but steady rise in prices until towards the close of the year, when reports of better prospects for the coming season resulted in a corresponding fall in quotations in the Hamburg honey market. Many complaints continue to be heard in this trade regarding the continually increasing competition of artificial honey, but it is nevertheless hoped that the measures taken by the producers of the genuine article in Germany will result in obtaining the prohibition of the sale of products under the name of honey which are merely imitations. The importations of honey to Hamburg in 1899 were about 600,000 kilos. less than in the previous year, and amounted altogether to 2,178,000 kilos. More than half of this was imported from Chili and Peru.

Wax.

Business in wax continues to develop at Hamburg more and more, and this port is rapidly becoming the leading market for the product in question. A further increase of 10 per cent. took place last year in the importations of beeswax, which reached a total of 1,376,000 kilos., as against 1,262,300 kilos. in 1898. This article is chiefly brought here from the West Indies, South America, Morocco, and Madagascar. The prices of Garanouba wax rose considerably in consequence of the limited supplies brought to this market last year, which were only 305,000 kilos., that is to say, half as large as in 1898. The Hamburg market closed firm, owing to unfavourable reports of the crop from Brazil. Transactions in Japan wax were limited and trade became depressed on account of the unsatisfactory quality of the year's supplies.

Train oil.

The total imports of train oil slightly exceeded those for the year 1898. The Norwegian cod fisheries had a poor result, and the supply of oil from this source was not always equal to the demand. The Newfoundland seal catch which was again very satisfactory last year—amounting to 248,000 seals in 1899, as against 243,000 in 1898—helped to steady the market. Japan train oil was again in fair demand, and in consequence of the small supply, fetched high prices, which are likely to be maintained in 1900, as the results of the winter's fishing are stated to be unsatisfactory. The total importations to Hamburg of train oil from various sources was 10,768,000 kilos., as against, respectively, 10,626,000 and 10,052,000 kilos. in 1898 and 1897.

As had been anticipated, the aggregate imports of tobacco of all kinds in 1899 were, in consequence of the comparatively limited crops, considerably less than those of the previous year, and amounted to only 315,000 packages, as against 517,000 packages in 1898. With the exception of Havana and Java tobacco, all sorts shared in the outfall of last year. Though the quality of last year's Havana is stated to have been unsatisfactory, it was in good demand, and stocks were nearly sold off by the end of the year. St. Domingo did not find much favour with German manufacturers. Of Porto Rico only inferior sorts were imported, but these found buyers at low prices. The crop of Mexican tobacco is stated to have been poor last year, and only some few lots of superior quality were disposed of here. Of Brazil sorts limited sales were effected, but only after reduction of prices; and though the total imports of these sorts to Hamburg (which included 15,000 bales destined for Bremen) only amounted last year to 50,000 bales, the stock remaining on hand here at the close of the year amounted to 17,000 packages. The quality of the new Brazilian crop, which is estimated at between 250,000 and 300,000 packages, is stated to be good; but it is feared that the high prices asked, and already paid in many instances, will prevent much of these reaching Hamburg. The importations of Rio Grande tobacco last year, which were much larger than in 1898, viz., 34,000 packages as against 4,200 packages, were of good quality, and found a ready market here. The quantities of Turkish and Greek tobacco imported to Hamburg in 1899 were about the same as in 1898, and amounted to 20,000 packages.

In consequence of their continued high price, the consumption both of Sisal and Mauritius hemp by this market experienced a further falling-off last year. Of the former kind the sales amounted to 1,100 packages as against 1,577 packages in 1898, and of the latter to 1,400 packages as against 2,737 packages. It may be noted that the prices of Sisal hemp, which were $11\frac{1}{2}$ to $17\frac{1}{2}$ marks per 50 kilos. in 1895, have risen now to between 28 and 43 marks, whilst Mauritius hemp, which cost from 20 to 23 marks per 50 kilos. in 1897, was quoted at 24 to 34 marks last year. Benefiting by the high prices of the two sorts already mentioned, the trade in others, viz., in Manila, Bombay, New Zealand, Turkish, and Russian hemp was animated at Hamburg in 1899, and considerable transactions took place.

The imports during 1899 of Zacaton fibre amounted to 37,598 packages, as against 50,175 packages in the preceding year; and prices, in consequence of these limited supplies, advanced between 15 and 30 per cent. The demand was brisk, especially for firmer qualities, which are much sought after in Germany.

Of Mexican fibre, the importations last year largely exceeded those during 1898; they amounted to 35,880 packages Iamave and Julia, and 4,800 packages Palma, as against 21,126 and 2,274 packages in the preceding year. The demand was nearly equal to these increased arrivals, though considerable quantities are stated to have remained in first hands.

Piassava. With regard to piassava fibre, the importations and sales of Bahia sorts exceeded those of the year 1898, prices being on a par with those of the latter year. Pará sorts were readily disposed of throughout 1899; and business likewise in Siberia piassava is stated to have been satisfactory for the Hamburg market, importations and sales having exceeded those for 1898.

Palmyra. Only 500 tons of Palmyra fibre were brought to Hamburg last year, as against 1,100 tons in 1898, and this circumstance, as well as the small stocks in the United Kingdom, caused a rise in prices and a brisk demand for this article.

Raffia. The imports of raffia during the past three years have been respectively 5,286 packages in 1897, 3,844 packages in 1898, and 5,866 packages in 1899. Prices were considerably higher last year, and will, it is thought, maintain themselves at the present rates in view of the growing consumption and comparatively small stocks in Continental markets.

Cotton. The importations of cotton of various origin to Hamburg during 1899, as compared with the preceding year, have been as follows:—

| Origin. | Importations. | |
|--|----------------|----------------|
| | 1898. | 1899. |
| | Bales. | Bales. |
| North American, direct imports | 176,149 | 166,229 |
| indirect imports | 34,416 | 34,943 |
| Egyptian and Levantine, direct imports | 21,519 | 18,315 |
| British Indian, direct imports | 183,654 | 197,386 |
| indirect imports | 6,572 | 5,275 |
| Of various origin, imported from United Kingdom .. | 13,552 | 14,559 |
| Continental ports .. | 7,153 | 7,831 |
| From all other sources | 2,177 | 4,854 |
| Total | 445,192 | 449,392 |

It will be seen from the preceding table that there was last year a decrease of about 10,000 bales from North America; this was owing, it is stated, to the action of American speculators and spinners who expected a poor crop and accordingly made large purchases. The European market was in consequence obliged, though reluctantly, to pay the higher prices thus created; but the large stocks which were in the hands of spinners in this country enabled them to continue work, though with a smaller supply than usual, of American cotton. The autumn crop which was imported from America, was, however, of such superior quality to preceding supplies, that it was readily disposed of here. The reports at the end of last year of an anticipated poor crop in British India, and the high prices ruling in the American market, rendered the outlook for the coming season at that time very uncertain, and a further rise in prices was considered probable. During the past year prices of cotton at Hamburg were subject to

considerable fluctuations. For "middling American," for instance, the price at the beginning of 1899 was $29\frac{1}{4}$ pf., and in August 32 pf.; but at the close of the year it had risen to 41 pf., a difference of nearly 12 pf. per lb. compared with spring prices.

A steady falling-off in the production of merino wool, owing ^{Wool} to a five years' drought in Australia; the fact that sheep breeders in New Zealand and in South America have (as is stated here) been turning their attention rather to raising sheep for the meat market, and the increasing activity in textile industries, have produced a state of things in the wool market at present such as has not been experienced for almost a generation. The price for merino wool had already in January of last year advanced 10 per cent., and at the close of the London May auctions it was 30 to 35 per cent. higher than the closing price of the end of 1898. Attempts to keep this increase down were unsuccessful, and prices rose another 15 per cent. between June and October. It appears, indeed, that the price for part manufactured carded wool was proportionately lower than that of the raw article, an anomaly, it may be observed, which has existed for several years, but which at the same time has had the effect of preventing a still more rapid rise on the raw wool market. The difficulty remains that the number of merino sheep appears to be diminishing gradually in Australia, whilst no perceptible increase has taken place either in Cape Colony or the River Plate district, and this difficulty appears to be only partially overcome by the increased substitution of cross-breeds, which was resorted to last year to a greater extent than before. For whilst the inferior and medium cross-bred wools found a certain favour, superior wools of this kind have not yet been able to make their way into the public estimation.

The total imports of raw wool to Germany in 1899 exceeded those of the preceding year by about $1\frac{1}{3}$ per cent., whilst the importations of woollen yarns last year exceeded those of 1898 by 14 per cent., and the importations of woollen textile fabrics in 1899 exceeded those of 1898 by a little over 6 per cent. The exportations of raw wool from Germany last year were $1\frac{1}{4}$ per cent. more extensive than in 1898, the exports of woollen yarns were $3\frac{1}{3}$ per cent. more, but the exports of woollen textile fabrics were $1\frac{1}{3}$ per cent. less than the exports in 1898. The total imports of Cape wool alone to this country amounted last year to 155,000 bales, as against 137,000 bales in the preceding year, and this wool continues steadily to find favour with German wool-combers and spinners on account of its good quality. The war in South Africa has naturally a prejudicial effect upon wool production in South Africa. At the end of last year prices for Cape wools were indeed already 50 to 60 per cent. higher than at the close of 1898.

The results of last year's business at Hamburg in calf-skins are ^{Skins} stated to have been satisfactory for importers. After an inactive spring, extensive orders, particularly for lighter skins, were received here in summer from North America, and from France as well as

from inland German factories, and prices rose accordingly about 10 to 20 per cent. Subsequently these higher prices probably kept buyers away, and the remainder of the year was very quiet; it is, however, expected that a fall will soon take place. German as well as Danish and Swedish calf-skins found a ready market here last year, and Russian were likewise demanded. Business in German fat calf-skins was likewise satisfactory at Hamburg, and prices fluctuated but slightly throughout the year. A good demand was maintained during 1899 for goat-skins under rising prices. Business in lamb-skins, as in previous years, was very quiet at the commencement of the season, but later in the year good qualities, in particular those from the River Plate, found purchasers here at fair prices. With regard to sheep-skins, business in 1899 is said to have yielded good profits for Hamburg importers. The considerable demand for the superior sorts of wool could not fail to affect the trade in sheep-skins in a favourable manner, and importations to this port from the interior of Germany, as well as from Morocco and other over-sea countries, found a ready market throughout last year. Deer-skins (which are imported chiefly from South America) were also in good demand and fetched comparatively high prices. Business in seal-skins, though very quiet, is stated to have been rather more active than in 1898.

Hides.

The general supply of hides in the European markets continued in 1899 to be insufficient for meeting the demands of the leather industry; and it almost seems as if this state of things will remain unchanged unless there should be either a falling-off in the present leather consumption, or an increase in the number of cattle in various parts of the world. Prices of hides in 1899 were again high, and no stocks were left on hand at the close of the year. A portion of the supplies of hides which used to be sent from the River Plate to Europe having for some years been diverted to the United States of America, where the raising of cattle is stated to have declined in extent, the total importations to Hamburg have been diminishing of late, and again in 1899 show a decrease, viz., 2,814,000 hides, as against 3,338,000 hides in 1898. Though the totals show a falling-off, the importations of superior qualities last year were considerably larger than in the previous year. The arrivals of wet-salted hides from the River Plate rose last year from 550,000 in 1898 to 780,000. It is considered that, for the first part of the present year, all importations are certain of finding a ready sale.

Leather.

The remarks made in my annual report for 1898 might be repeated in regard to last year's business at Hamburg in tanned leather, that is to say the disproportion between the value of the raw hides and that of the manufactured article is maintained, and thus manufacturers had to deal with great difficulties. In order to combat these difficulties the leading German leather manufacturers formed an association last autumn, which has, it is said, succeeded in framing fixed rules in connection with the purchase of the raw material and the sale of the manufactured

article, and a favourable reaction is hoped for in the interests of the German leather industry. The chief business last year was done in Valdivia leather; but the importations also of these sorts were less than in 1898, and amounted to only 23,000 rolls as against 30,000 rolls. Importations of other sorts were very limited in quantity.

The resin market was quiet last year, and prices varied only slightly as compared with those in 1898, the quantities imported to Hamburg having, however, been considerably greater. Of American resin 224,265 casks, and of French resin 9,403 casks were imported, as against 218,812 and 9,056 casks respectively in the previous year. Resin.

The high prices of 1898 for turpentine experienced a further advance last year, and caused a falling-off in consumption amounting to about 11,000 barrels. The total importations during last year, compared with 1898, were as follows:— Turpentine.

| | Quantity. | |
|---------------------------------|-----------|----------|
| | 1899. | 1898. |
| | Barrels. | Barrels. |
| American | 49,658 | 67,597 |
| French, Spanish, and Portuguese | 3,943 | 898 |

Prospects for the year 1900 are considered favourable, and high prices expected until the realisation of the new crop.

The importations of palm kernels to this port during 1899 amounted to 118,000 tons as compared with 107,000 tons in 1898. Of this quantity 109,000 tons were purchased for German markets alone. It was only in autumn of last year that business began to take such a marked development, which was caused by large orders from German palm-oil manufacturers. Prices of palm kernels did not experience any important fluctuations during the year 1899. Palm kernels.

Business in dyewoods was on the whole quiet until shortly before the close of the year, when considerable orders arrived from foreign ports, whilst, on the other hand, there was only a small demand from the interior of Germany owing to stocks being sufficient to allow purchasers to await a more favourable season for giving fresh orders. The satisfactory condition of the textile industries promises well for the dyewood trade during the present year. Towards the close of last summer the prices of all kinds of logwood were extremely low in consequence of the arrival of extensive shipments from Hayti. Although the consumption of logwood is still very considerable, the competition of artificial dyes, which are now employed in some districts of Germany, is beginning to be much felt. Dyewoods.

The importations of the chief kinds of dyewoods last year were as follows, as compared with the preceding year, viz. :—

| | Quantity. | |
|-------------------------------|------------|------------|
| | 1899. | 1898. |
| | Kilos. | Kilos. |
| Campeachy logwood | 14,500,000 | 13,700,000 |
| Domingo and Jamaica logwood.. | 10,400,000 | 8,100,000 |
| Yellow wood (Fustia) | 4,600,000 | 4,100,000 |
| Divi-divi | 8,200,000 | 6,270,000 |
| Myrabalan | 8,900,000 | 8,000,000 |
| Valonea | 7,500,000 | 7,000,000 |
| Lima redwood | 860,000 | 550,000 |

Indigo.

The firm prices of indigo at the close of the year 1898 were maintained last year until July, when bad reports of the Indian crops brought about a complete change in the market. Enquiries then showed that, in spite of the excellent crops of previous years and of the increase in the production of artificial dyes, the stocks of indigo were insufficient to meet the demand. Prices consequently rose rapidly, and in November reached such an abnormally high figure that they could not be maintained; and it seems now that a more solid basis for the settlement of prices between producer and consumer has been found. As shown by recent statistics, the consumption of indigo all over the world, notwithstanding the competition of chemical dyes, continues to grow in consequence of the steadily increasing demand for all sorts of clothing materials in the manufacture of which dyes are largely used. It should, however, be remarked that the prices of these artificial dyes, which are produced as substitutes for indigo, have of late also been advancing; so that their competition will probably in future be less prejudicial to the trade and industry of the genuine article. Guatemala indigo found a ready market here last year, though the prices were not always considered satisfactory. The cultivation of indigo in Java is stated to be on the decrease owing to the conversion of many plantations there into sugar and tobacco estates. The aggregate importations of indigo to Hamburg in 1899 amounted to 2,380 chests and 320 packages, as against 3,600 chests and 490 packages in the previous year. The stock remaining on hand at the end of last year was 450 chests and 110 packages.

Quebracho wood.

The quantity of quebracho wood on hand at Hamburg at the commencement of 1899 was 34,000,000 kilos. as against 15,000,000 kilos. at the beginning of 1898. On the other hand, the total importations during last year were only 68,700,000 kilos. as against 93,400,000 kilos. in the previous year. On account of the unfavourable condition of the leather industry in the first half of 1899 prices were low, but later on the high freights demanded by shippers from the River Plate caused a rise in prices which is likely to be maintained during the present year. Large orders have already been given for deliveries for the coming season.

No noteworthy changes have occurred in the quebracho wood extract trade; the imports last year were 2,960,000 kilos., as compared with 2,750,000 kilos. in 1898.

The aggregate importations of nitrate during the year 1899 to Nitrate. all European ports, as compared with those of the preceding year, are stated to have been, viz. :—

| To— | Quantity. | |
|--------------------------|-----------|-----------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| European continent | 1,037,000 | 908,000 |
| United Kingdom | 124,000 | 130,000 |
| Total | 1,161,000 | 1,038,000 |

Of this quantity Hamburg alone took 505,400 tons in 1899, as against 374,900 tons in 1898; and the stock on hand at the end of 1899 was 52,900 tons, as against 17,600 tons in 1898.

The increase in the total European consumption of nitrate in 1899, that is to say 123,000 tons, was, it may be observed, entirely absorbed by Germany; it will be seen from the preceding figures that the excess in the importations to Hamburg alone was 130,000 tons. The stock, moreover, remaining on hand at the end of last year, though 35,000 tons larger than that of 1898, was regarded at the commencement of 1899 as likely to be soon consumed, as a falling-off was then anticipated in fresh arrivals; and this anticipation has proved correct. It is considered here that the outlook for producers of nitrate must be regarded as favourable, in view of the likelihood that the increase in the consumption will continue; but that the effects of the efforts which the producers are making to regulate prices, will in consequence be felt in the nitrate trade during the coming season. During the past year prices fluctuated considerably in the nitrate markets; and they reached their lowest point in the middle of May at which time the demand was not nearly equal to the supply. Towards the end of June, however, a considerable improvement took place, in consequence of large orders from German inland markets. An increase in the demand for refined saltpetre is expected to take place within the next few months in consequence of the war in South Africa; for, though a large number of gunpowder factories have laid in a sufficient stock for the present, and even the next, year, there are not a few whose stocks have run down, and these will doubtless have to pay higher prices.

The German drug trade shared largely in the marked develop- Drugs. ment of all branches of business in this country during the year 1899. Whilst the growing prosperity of the inhabitants leads them to use more medicinal drugs, the extension of many branches of industry, of shipbuilding, of the use of electricity, and of new

and improved means of locomotion, has of late created a large demand for all kinds of dyes, paints, and other technical drugs and chemicals of various kinds; and in addition to this the past year caused a considerable demand for many different sorts of medicine in consequence of the unhealthy winter weather and of the return of influenza to this and other parts of Europe. Whilst the inland drug trade was upon the whole therefore very satisfactory for producers and merchants, the export trade in German drugs and chemicals is stated to have experienced a marked increase last year, excepting, however, the trade to Central and South America. The total value of the German export trade in these goods is still considerably less than the value of the British export trade in the same articles, but it is of greater importance than that of the United States of America or of France. The introduction by the Japanese Government of a monopoly of the camphor trade raised the price of this article last year from 300 to 400 marks. The price of carbolic acid likewise experienced a considerable advance (viz., from 145 to 200 marks per 100 kilos.) in consequence of its extensive employment in Great Britain for manufacturing explosives. In spite of its numerous substitutes, quinine, of which the chief centre of manufacture is in Germany, continues to be more and more used every year; its price rose during last year from 30 to 42 marks per kilo. Quinine bark is now chiefly imported here from Java, as South American supplies have proved quite insufficient. The market for German glycerine is stated to have been depressed owing to the successful competition of the cheaper British-made article. Amongst the new medicinal drugs introduced in Germany last year, the following are stated to have the best prospect of being taken into permanent use, viz., Aspirin, bromalbacid, bromipin, dionin, gonorrhhol, iodabacid, and iodipin.

**Artificial
manures.**

With the exception of the three products, viz., bone-ash, fish-guano, and ammonia, the importations to Hamburg last year of artificial manures were considerably larger than in 1898. Of mineral phosphate 168,838 tons were brought to Hamburg, as against 114,295 tons in 1898, and of bones and ground bones 36,990 tons, as against 24,047 tons in the preceding year. The importations of ammonia, on the other hand, show a slight falling-off in 1899, and were only 10,567 tons, as against 11,938 tons in the previous year; but this outfall was, it is stated, fully covered by increased production in Germany itself. The supply of mineral phosphate greatly exceeded the demand, so that considerable stocks remained on hand at the close of the year. It is considered here, however, that the extensive importations of mineral phosphate to Europe during the past 12 months have had an exhausting effect upon production in Florida, whence the larger proportion of the supplies of this article is drawn. For bones and ground bones higher prices are expected for the present year, as quotations as well as freights in India at the end of 1899 were unfavourable.

Coal.

It was observed in my annual report for 1898 that providing the

British coal market returned in 1899 to its normal condition, the outfall in the importations of coal from the United Kingdom to Hamburg in 1898 would most likely be succeeded by a considerable increase last year, whilst nevertheless the increased importations of Westphalian coal to this port in 1898 would maintain themselves at all events at the same figure. This view has turned out to have been correct. The total importations of coal—both British and Westphalian—to Hamburg, which amounted to 3,707,250 tons in 1898, increased in 1899 to 4,065,930 tons, but this increase last year was solely due to more extensive arrivals of British coal. The importations of the latter amounted in 1899 to 2,420,130 tons, as against 2,055,100 tons in 1898, whilst the importations of Westphalian coal amounted to 1,645,800 tons as against 1,652,150 tons in the previous year. There was thus an excess of 365,000 tons in the importations of British coal, whilst the importations of Westphalian coal remained at about the same figure, that is to say, they were only 6,350 tons less.

The interests of the coal industry and trade both in the United Kingdom and in Germany were last year spared the prejudicial effects of serious labour disputes, so that this important industry was in both countries able fully to participate in the general expansion of all other branches of industry and commerce which has been so specially marked in Germany during the last few years. Coal, as well as iron, was in greater demand in this country in 1899 than it ever has been before, and the Westphalian and Rhenish mines, which had reserved larger quantities of coal for their inland customers than in any previous year, found it consequently impossible to export more largely to Hamburg.

The year 1899 closed with limited stocks of, and higher quotations for, all kinds of coal and coke in Germany, as well as in the United Kingdom, and this condition of the coal market is likely to last for some time to come. Under such circumstances it is not surprising that the attention of shipowners, manufacturers, and others more especially interested in the question of coal supply is turning to the possibility of importing coal from America or elsewhere, and particularly also of finding substitutes for this valuable product.

Business in nearly all kinds of foreign woods in 1899 is stated Wood to have had satisfactory results for Hamburg importers. No seriously untoward events in the various countries of production last year interfered with exportation, whilst in Germany a steady demand maintained itself throughout the year in consequence of the general development of manufacturing industry. There was at times, it is true, too large a supply of some kinds of wood, whilst there was a comparative dearth of others, owing chiefly to shippers abroad not taking sufficient account of the wants of European markets, and it is probable that some producing districts must have been damaged by excessive shipments. But in spite of these drawbacks Hamburg merchants were able to do a profitable trade last year, and the outlook for 1900 is considered to be satisfactory. The importations and stocks of the prominent kinds

of foreign wood at Hamburg during each of the last two years were respectively as follows:—

| Description. | | | 1898. | | 1899. | |
|--------------|----|-------------|------------------------|--------------------|------------------------|--------------------|
| | | | Importations. | Stocks on Dec. 31. | Importations. | Stocks on Dec. 31. |
| Cedar .. | .. | Cub. metres | 376,034 ₁₀₀ | 185,872 | 347,024 ₁₀₀ | 128,551 |
| Jacaranda .. | .. | Kilos. .. | 713,600 | 291,300 | 873,700 | 230,400 |
| Mahogany .. | .. | Cub. metres | 834,081 ₁₀₀ | 203,758 | 686,023 ₁₀₀ | 68,786 |
| Walnut .. | .. | Kilos. .. | 1,939,500 | 302,150 | 2,242,200 | 218,600 |

III.—Population and Industries.

Population. The population of the town of Hamburg, according to the census taken last December, amounted to 683,574 persons, as against 667,936 in the previous year, thus showing an increase during 12 months of 15,638 inhabitants. The population of the other parts of Hamburg territory, viz., of Cuxhaven, and some smaller towns and the rural districts, was about 65,000 persons, so that the total number of inhabitants of this State was 748,574.

Births and deaths. The death-rate for 1899 was 17·27 per 1,000 inhabitants; the number of births was 23,479, or 34·34 per 1,000, and the number of marriages was 6,507, or 9·5 per 1,000 inhabitants. The health of Hamburg last year was upon the whole satisfactory.

Institute for tropical diseases. Under the auspices of the Government an institute for the study of tropical diseases and nautical hygiene has been established here in a building hitherto known as the Hamburg Seamen's Hospital. It is intended that in future only cases of tropical diseases shall be treated in this establishment, and it is hoped that in course of time the experience gained in the institute and hospital will largely contribute towards not merely the cure of the cases admitted to the latter, but also towards assisting seamen and others who go to tropical countries in avoiding the many dangers to which persons frequenting those climates are exposed.

Industries. An enumeration of the prominent branches of industry now carried on at Hamburg has been given in my two last annual reports. It may on the present occasion be merely observed that, as also in other parts of Germany, nearly all manufacturing establishments at and near Hamburg are stated to have done a large and profitable business in 1899.

Number of industrial institutions The number of industrial establishments has very considerably increased during the past 20 years, and particularly since Hamburg joined the German Customs Union in the year 1888; this will appear from the following figures:—

| Year. | | | | | Number of Industrial Establishments. | Number of Persons Employed |
|-------|----|----|----|----|--|----------------------------------|
| 1879 | .. | .. | .. | .. | 563 | 16,369 |
| 1884 | .. | .. | .. | .. | 765 | 20,797 |
| 1888 | .. | .. | .. | .. | 876 | 24,915 |
| 1889 | .. | .. | .. | .. | 1,101 | 28,098 |
| 1895 | .. | .. | .. | .. | 1,296 | 33,676 |
| 1898 | .. | .. | .. | .. | 1,530 | 41,490 |
| 1899 | .. | .. | .. | .. | (?) | 42,403 |

According to recently published statistics for the year 1898 (no later returns have yet been issued), the number of work-people employed at the 1,530 industrial establishments at Hamburg was as follows:—

| Number of Industrial Establishments. | Number of Workpeople Employed. | |
|--|-----------------------------------|-----|
| 905 | Up to 10 | |
| 240 | Between 11 and 20 | |
| 205 | 21 | 50 |
| 97 | 51 | 100 |
| 88 | More than 100 and less than 4,000 | |

As compared with the preceding four years, the number of workpeople (distinguishing males and females) employed in various kinds of industrial establishments was respectively as follows:—

| Year. | | | | Number of Persons Employed. | | |
|-------|----|----|-------|-----------------------------|---------|--------|
| | | | | Male. | Female. | Total. |
| 1894 | .. | .. | 1,292 | 26,220 | 4,795 | 31,015 |
| 1895 | .. | .. | 1,296 | 28,337 | 5,339 | 33,676 |
| 1896 | .. | .. | 1,441 | 30,808 | 6,070 | 36,878 |
| 1897 | .. | .. | 1,515 | 33,382 | 7,137 | 40,519 |
| 1898 | .. | .. | 1,530 | 34,498 | 6,992 | 41,490 |

With regard to the ages of these workpeople, it may be remarked that children under 14 years are not, nor have been for some time, employed in factories, &c., in the State of Hamburg. The number of male and female workers between 14 and 16 years (without reckoning amongst the former 910 locksmiths' apprentices) employed in each of the above-mentioned five years was as follows:—

| Year. | Number. | | | Number of Factories in which Employed. |
|--------------|---------|----------|--------|---|
| | Males. | Females. | Total. | |
| 1894 | 929 | 108 | 1,037 | 399 |
| 1895 | 1,080 | 129 | 1,159 | 396 |
| 1896 | 1,105 | 144 | 1,249 | 412 |
| 1897 | 1,180 | 167 | 1,347 | 438 |
| 1898 | 1,181 | 182 | 1,318 | 448 |

In the course of 1898 the Hamburg factory-inspectors visited 815 (out of the total, 1,530) Hamburg industrial establishments in which altogether 26,228 workpeople were employed. It is stated that the number of cases of contraventions against the factory laws was very small; the total number is not given, but it is observed that only three cases of contravention of the laws for regulating the employment of females had to be dealt with.

Accidents.

The number of accidents in Hamburg industrial establishments by which workpeople were injured during each of the five years 1894-98 was respectively as follows:—

| Year. | Number of Persons Employed. | Number of Accidents Causing Injury. | Percentage of Accidents per 100 Persons. |
|--------------|-----------------------------------|---|--|
| 1894 | 31,015 | 2,019 | 6.5 |
| 1895 | 33,876 | 2,095 | 6.2 |
| 1896 | 36,878 | 2,222 | 6.02 |
| 1897 | 40,519 | 2,360 | 5.82 |
| 1898 | 41,490 | 2,468 | 5.93 |

It will be observed that up to 1897 there was a gradual decrease in the percentage of accidents, but that in 1898 a slight rise again took place. This increase is considered to have been chiefly due to the fact that more persons than formerly are now employed in chemical factories, and that accidents are more frequent in this industry than in others. It is further stated that the number of accidents which occurred in 1898 to youthful workpeople, and in particular to females (though fewer of the latter were employed than in 1897), was greater than in the previous year. The chief reason of this increase is stated to be, that more females and youthful workpeople are now employed in dangerous or hygienically injurious industries, than formerly.

Engagement offices.

Much has of late been done here towards the better organisation of engagement offices for workpeople, and at present there are four distinct institutions for this purpose, besides a shipping office for the engagement of seamen and firemen (in German vessels), which is maintained by Hamburg shipowners

independently of the Government shipping office where the crews of German ships are paid off on their discharge and registered on being shipped.

Attention has also during recent years begun to be more and more bestowed here by employers upon the physical well-being of the working classes. At least 200 of the entire number of Hamburg employers now provide in one way or another for the comfortable and sanitary housing of their workpeople; and it is estimated that at present about 50 per cent. out of a total of about 41,490 workpeople at Hamburg inhabit pleasant and healthy dwellings. Several of the larger factories, moreover, provide comfortable dining-rooms and cheap dinners for the employed, whilst extensive washing arrangements and baths are to be found in not a few industrial establishments.

Physical well-being of workpeople.

It may be added, that the first public free library and reading room was opened in this town last autumn, and that the industrial classes, as well as other classes of the Hamburg population, have already largely shown their appreciation of this philanthropic undertaking.

Free library.

Under the head of industries it may be observed that the use of electricity is rapidly developing at Hamburg (more probably than in any other town of the same size), both for locomotion and for lighting purposes, and also, though in a minor degree, for industrial use. The electric tramway system at Hamburg is very well arranged and managed, and largely contributes towards increasing the value of house property in the more distant, but now easily attainable, suburban districts. The electrical current for the tramways and for lighting purposes (excepting the lighting of two blocks of houses) is supplied by one company by means of four central and about 20 sub-stations in various parts of the town. According to the latest report published by this company the number of lights and amount of current provided during each of the years ended June 30, 1898 and 1899, was respectively as follows :—

Electricity.

| Year. | Number of Consumers. | Number of Incandescent Lamps. | Current for the Tramway System. |
|--------------|----------------------|-------------------------------|---------------------------------|
| 1898 | 2,434 | 181,673 | Watt. 3,190,000 |
| 1899 | 3,099 | 171,897 | 3,190,000 |

IV.—Public Works.

The construction of the two new large dock basins, mentioned in my last annual report, one of which is to be leased to the Hamburg-American Line, and also of a third basin for river craft, has been actively proceeding during the past 12 months. One large warehouse for goods arriving from the Upper Elbe, and

Harbour works.

another for the storage of fruit imported by sea, were completed in 1899; and the latter has already proved of great use, particularly in view of the increased importations of fruit from Spain since the conclusion of the Commercial Convention between that country and Germany. Two further extensive warehouses are now in course of construction by the Hamburg authorities; but, with their completion, the whole space available for this purpose will have been used up; whilst scarcely any space now remains in this port for providing more harbour accommodation for the annually increasing number of ships. The question is being at present considered of modifying the existing arrangements which have been made for river craft, so as to gain more room for sea-going ships. It will however eventually become necessary to utilise the only remaining portion of Hamburg territory possibly suited for constructing more docks, viz., the low-lying banks of the Elbe situated opposite to the neighbouring port of Altona.

New ship-building yard.

The statement mentioned in my last annual report that one or more German shipbuilding companies were about to purchase large tracts of land at Hamburg or Cuxhaven, appears to have been only partially correct. It seems that the well-known Vulcan Company of Stettin had at one time some idea of establishing a ship-building yard on the Elbe or at Bremerhaven, but that, in so far as concerns the former, the idea has been now given up; whilst at Hamburg there was not sufficient available space. Both here and at Cuxhaven, where extensive tracts of land are purchasable, other conditions were found unsuitable for establishing another large building yard on the River Elbe.

Railway improvements.

The long desired improvements in the railway arrangements at Hamburg, and the building of a central railway terminus and of several branch stations, were at last taken in hand in 1899, after the definite conclusion of very lengthy negotiations between the Governments of Prussia and Hamburg, and the Lübeck-Büchen Railway Company. It is hoped that all the works will be finished by the end of the year 1903.

New public buildings.

A very extensive building for the Hamburg Civil Courts of Justice is in course of erection; whilst a large additional edifice for the Imperial telegraph offices is about to be completed in this town.

Expansion of town.

The erection both of large buildings for commercial offices in the business quarters, and of dwelling-houses of all sorts and sizes in the suburbs, continues unabated, and is a visible proof of the rapid growth of the population and of the increasing prosperity of Hamburg.

Kaiser Wilhelm Canal.

Since the introduction of the new tariff by which the charges payable by vessels of larger tonnage were modified, the total traffic of the Kaiser Wilhelm Canal, and the annual receipts, have considerably increased, although the latter are still much below the annual expenses. The proposition made by the representatives of shipping at some German ports a short time ago, to introduce differential rates in the dues payable by sea-going vessels using the canal according to the

ports of their original departure and of their final destination, has not been agreed to by the German Government; and it is not considered probable that any change of importance will be made in the canal tariff during the next few years. It may indeed now be said, that this canal is gradually fulfilling the expectations of those who advocated its construction, more especially on the ground that it would largely contribute towards developing the German coasting trade between the Baltic ports and those of the North Sea, apart from the value of the canal for the German Imperial navy. Whether the Kaiser Wilhelm Canal will ever have a very great importance as a channel for international sea-borne trade, is another question, and one which is, of course, from a German point of view, of less consequence. Some of the leading Hamburg shipowners are of opinion that the traffic and the financial results of this canal would be much greater than at present, if the recently opened Dortmund-Ems Canal were to be made about 3 feet deeper, so that sea-going steam-barges of about 900 tons burthen could thus carry full cargoes of coal and iron from Dortmund in Westphalia to Königsberg and Memel, without transshipment, by using the Dortmund-Ems and Kaiser Wilhelm canals.

With regard to the former canal it may be observed, that during the first few months since its opening last August the traffic is stated to have been considerable; and if a portion of such traffic should not in future be diverted from the Ems-Dortmund Canal by the construction of the projected canal between the Elbe and the Rhine (generally called the German Midland Canal), the former will doubtless, within a short time, become a German waterway of great importance. There is now already a regular line of sea-going steam-barges running between Hamburg and Emden; and it is the intention of the Hamburg-America Steamship Company to make Emden in future a port of call for some of its steamers on their outward and homeward voyages, as soon as the works for enlarging the harbour accommodation at Emden shall have been completed. As already observed above, the full value of the Dortmund-Ems Canal as a means for facilitating and thereby developing the export and import trade of the important industrial districts of Westphalia and Rhenish Prussia, will not become apparent, unless this canal is sufficiently deepened to permit of a direct traffic between those districts and the northern and eastern ports of Germany by means of sea-going steam-barges of at least 800 to 900 tons burthen. But at present it appears doubtful whether such deepening will ever be carried out in view of the projected construction of the German Midland Canal.

At Hamburg opinions appear to be upon the whole opposed to the construction of this last-mentioned canal. It is thought here that a canal connecting the rivers Rhine, Weser, and Elbe, would by no means establish equally favourable means of communication by water between the western and eastern parts of Germany, as would the Dortmund-Ems Canal, if properly deepened, together with the Kaiser Wilhelm Canal, even supposing that the various

Dortmund
Ems Canal.

German
"Midland
Canal."

waterways in Eastern Germany, which it is proposed to connect with the Midland Canal, were to be widened and deepened to the dimensions of the latter (a work which may be regarded as unlikely to be carried out for many years to come). The projected Rhine-Elbe Canal would, moreover, it is thought here, favour the already serious competition of Rotterdam and Antwerp with the German North Sea ports and more especially with Hamburg. The canal would, no doubt, be of local importance for the districts of Germany which it would traverse, but it would never be of general or national importance for this Empire. It is accordingly still hoped here that the project of constructing this canal will not be sanctioned by the Prussian Legislature, and that it will be abandoned in favour of the much less costly work of deepening the already existing Dortmund-Ems Canal, which would thus become a waterway of great value, whilst all chance of favouring foreign Continental ports to the prejudice of those of Germany would be avoided.

Elbe-Trave
Canal.

A canal connecting the River Trave with the Elbe, which runs from Lübeck in a southerly direction and joins the river last-mentioned at Lauenburg, will be opened for public traffic in the course of the present year. This canal, a section of which is formed by the lake of Mölln in Lauenburg, is about 42 English miles long; its breadth is 72 feet and its minimum depth 8·2 feet. The total costs are estimated at about 1,177,000*l.* sterling, and two-thirds of this amount will be paid by the Free City of Lübeck. The canal has been built, not so much in expectation of its proving in itself a profitable undertaking, but rather in view of its increasing the local trade and industry of the districts which it traverses, and of thereby promoting the intercourse between those districts and the port of Lübeck.

V.—*General Remarks.*

German
customs
policy.

With reference to the many important questions connected with the future customs policy to be followed by Germany after the approaching expiration of the Commercial Conventions with various other States, the Hamburg Chamber of Commerce in its recently published annual report remarks, that numerous wishes continue to be expressed by the representatives of different branches of industry, both at Hamburg and in other parts of Germany, advocating a more or less considerable increase in the rates of import duties on those goods which are respectively manufactured by them. Whilst, says the Chamber, it is natural that commercial men and manufacturers, on the important occasion of the establishment of a new German customs tariff, should be eager to push their own particular interests, it is, on the other hand, certainly also the duty of those public bodies which represent the general industrial and commercial interests of their districts, and above all of the Government, carefully to examine whether there may not be other reasons which outweigh those

wishes in importance, and which, though opposed to such wishes, should in their opinion be recommended for adoption. The future will show whether the laboriously and minutely framed statistical returns of German industrial production will set forth with sufficient clearness the various interests which are opposed to any future increase in the rate of German import duties. At the same time it must be observed (adds the Hamburg Chamber) that the divergence in the views held in Germany on questions of customs policy has of late become less acute in its character, and that the force of events must now necessarily lead to the general adoption of more moderate and more liberal principles in the framing of tariffs and of commercial conventions. The steadily growing export trade of this country clearly shows the value of tariff conventions which secure for German goods for long periods the entry into foreign countries at fixed and moderate rates of duty. The high position already attained by German industries, moreover, renders the question of protecting them in home markets of less importance than that of opening foreign markets for them; the influence which of late years powerful industrial associations have been able to bring to bear upon the prices of their productions has had the effect of rendering the need of State protection less felt than formerly.

In order to offer a proof of the correctness of these opinions the Hamburg Chamber cites the fact that the most-favoured-nation privileges have as a matter of course been accorded by Germany to Great Britain and (with the exception of Canada) to British colonies and possessions for a further period of 12 months; and this fact, it is observed, affords good ground for hoping that it will be possible to conclude another fixed and satisfactory commercial treaty between Great Britain and Germany, and that the former will induce her independent colonial possessions, including Canada, to accept the conditions of such a treaty.

Commercial
treaty with
Great Britain
and colonies.

The attainment of satisfactory commercial relations with the United States of America is considered by the Hamburg Chamber of Commerce to be a matter of greater difficulty, the chief obstacle being the Dingley Tariff which has an almost prohibitive effect upon the import trade in many articles, and which in other respects offers grounds for justifiable complaint, considering that American industry, already so highly developed in many of its branches, is now trying to compete more and more keenly in many other countries which possess a far more liberal customs policy than the United States. The prejudicial effects, moreover, of the American tariff upon the import trade of foreign countries are, it is considered now, intensified by the often impracticable and objectionable regulations laid down for carrying out the tariff provisions.

Commercial
relations with
United States
of America.

It is probably well known that, under the existing German customs laws certain raw materials and partly manufactured articles imported into Germany for the purpose of being improved or completed, and of being subsequently re-exported, are exempt

German
"improve-
ment traffic."

(564)

D

Complaints as
to effects of
"improvement
traffic."

from payment of German import duties, and that in a like manner half finished materials exported from Germany for completion or improvement abroad are subsequently re-admitted into this country duty free. This system is called "Veredlungsverkehr," or improvement traffic, and is of considerable advantage for many branches of German industry which at present could not exist without it. Whilst certain German industries therefore are greatly in favour of maintaining this system, there are others which consider their interests seriously prejudiced by what they regard as a system of protection of foreign industries. Two instances of complaints lately raised by German industries against this improvement traffic are cited by the Hamburg Chamber of Commerce in its last annual report, and as they concern commercial and industrial interests, both in the United Kingdom and in Germany, I subjoin the remarks on these two cases made in the report of the Chamber:—

British yarns
dyed in
Germany.

"We have repeatedly pointed out in our annual reports that a narrow-minded view is held in the interior of Germany with regard to the 'improvement traffic,' and that this view can only have injurious effects for German foreign trade, and no less so for German industry. During the past year we have had to deal with two examples of this mistaken view. The first referred to the long established practice of dyeing British woollen knitting yarns in Hamburg. A vigorous protest had been raised by the Union of German Wool-Combers and Wool-Spinners against this practice (or 'improvement traffic') in the hope that by its suppression an increase would take place in the sale of German woollen yarns. After minutely investigating the matter, we found, and pointed out, that the Union had based their conclusions upon erroneous premises, for it appeared that the yarns concerned were of a particular kind, which, on account of their firmness, flexibility, and crispness are specially sought after in northern countries, and which, in fact, cannot be produced in Germany. Attempted substitutions of German yarns have been refused by customers. The cessation of this traffic would accordingly not only result in the ruin or emigration of the dyers now established here, whose industry has been founded upon the present arrangement, but it would further also result in the transfer of the trade in these yarns from German to British firms. The loss of this branch of trade would, moreover, materially weaken the power of competition of German merchants, and a certain quantity of German goods now supplied by them would in consequence be replaced by foreign products. The fact that German merchants are driven by their own interests as far as possible to keep German goods in stock, and to substitute the same for foreign products, is proved by the following figures, which were furnished to us by a prominent German hardware firm:—The total purchases of this firm amounted in 1887 to 166,600*l.*, and in 1898 to 250,000*l.*; of these the proportion of goods of German origin amounted in the year first named to 64 per cent., and in the latter year to 83 per cent. The value of the goods of German origin had accordingly nearly

doubled, while that of the foreign goods had decreased by almost one-third. But in woollen knitting yarns the supply hitherto drawn from Great Britain has still equalled about 70 per cent. of the entire stock; a proof, therefore, that its substitution by the German product is not possible.

"The second case referred to the waterproofing of German cloak materials in the United Kingdom. Objections were in this instance raised against this practice by the German indiarubber goods manufacturers, who asserted that German industry was in a position to carry out this waterproofing quite as well and as cheaply as was done in the United Kingdom, as proved by the fact that British materials are even sent to Germany for the purpose of undergoing the same process. Recent inquiries have indeed shown that Germany has made considerable progress in this branch of industry, and that for ordinary goods it is now quite on a level with the British. Thus a Hamburg firm engaged in this business, which formerly used strongly to advocate the 'improvement traffic' system, now no longer attaches any value to it. In certain more delicate kinds of waterproofing, however, German industry is not yet equal to the British, and the cessation of the 'improvement traffic' would in consequence have this result, that German merchants, unless they were willing to give up the foreign trade in these goods, and to surrender the same to the British, would have to obtain the complete article from Great Britain. (This course has indeed already been adopted by one important exporting firm here on account of the many formalities connected with the 'improvement traffic'.) The German weavers would in such case lose the sale of the materials which are now sent to Great Britain for waterproofing.

"Both of the cases here cited show the complicated character of the commercial relations of the present day, and how easily the apparent protection of domestic industries may in reality prove injurious for them."

The new German Commercial Code came into force on January 1 of the present year. Considerable changes in the laws concerning public companies, as well as in many laws concerning individual action, have been introduced by this new Commercial Code.

On the initiative of the "Association for the Promotion of the Export Trade of the Netherlands," a Dutch Chamber of Commerce was established at Hamburg last year, with the object more especially of assisting in promoting commercial relations between Germany and Dutch colonies. The majority of the members of this Chamber are representatives of Dutch firms established at Hamburg, and the honorary president is the Consul-General of the Netherlands.

BREMEN-BREMERHAVEN.

Mr. Vice-Consul Boyes reports as follows:—

Introductory.

The favourable turn taken by Bremen trade, navigation, and industry some years ago continued during 1899. From the statistics hitherto published this judgment may in general be applied to the whole of Germany, and among the favourable points the further increase of exportation from Germany deserves special attention. This fact clearly points out where the development of German commercial activity is to be looked for, viz., in its extension beyond its own market, in turning the existing outlets more intensely to account, and in gaining new markets for the productions of German industry.

This report is divided into the following divisions:—

- I. Shipping and Navigation.
- II. Trade and Commerce.
- III. Industry.
- IV. Public Works.
- V. General Remarks.

I. Shipping
and
navigation.
Total ships
entered and
cleared.

Details about arrivals and departures during the last five years, including the share of the different countries in the Bremen shipping trade will, on publication of the official statistics, be furnished in Tables 1 and 2 of the Appendix to this Report. Table 3 will show the countries from which ships arrived, and those for which they were bound on leaving this port; the arrivals from and departures for the United Kingdom will appear from Table 4, the nationalities of the vessels engaged in this trade, and the arrivals of British ships in general from Tables 5 and 6 of the Appendix. Particulars as to the returns of British shipping in 1899 in the city docks at Bremen, the docks at Bremerhaven-Geestemünde, are given in the following tables:—

Direct Trade in British Vessels from and to Great Britain and British Colonies.

(564)

BREMEN.

D 3

† Total entered: 211 ships, with 185,438 tons, and 3,889 hands.

† Total cleared: 209 ships, with 186,018 tons, and 2,890 hands.

RETURN of British Shipping at the Ports of Bremerhaven-Geestemünde during the Year 1899.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

| Entered. | | | | | | | Cleared. | | | | | | |
|--------------------|----------------|--------|------------------|----------------|---------|----------------------|--------------------|----------------|--------|------------------|----------------|----------------------|----------|
| Number of Vessels. | | | Tonnage. | | | Value of Cargoes. | Number of Vessels. | | | Tonnage. | | Value of Cargoes. | |
| With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | Total. | | With Cargoes. | In Ballast. | Total. | With Cargoes. | In Ballast. | | Total. |
| 87 | 1 | 88 | 145,791 | 504 | 146,275 | £ ... | 1,886 | 6 | 140 | 146 | 6,361 | 367,124 | £ ... |
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In consequence of the new lights along the river from Bremerhaven to Bremen, mentioned in my last two reports, there has ensued a considerable traffic at night. As, owing to the depth of this range of water, a number of vessels and steamers of medium draught are able to come up at low water also, the tide-gauges or flood marks at Fünfhausen, near Brake, hitherto visible from the commencement of the tide till two hours after high-water, will in future appear without any interval both at night and in the daytime. The tide-gauges at Vegesack will shortly, likewise, appear without interruption. According to an agreement made with the Imperial Post and Telegraph Office, the cable-stations on the two lighthouses **Rothesand** and **Hoheweg** have been changed into so-called sea-cable-stations. An additional charge of 80 pf. will be made besides the customary tariff of telegrams for each communication by means of these stations. Owing to the electric light cable between the Island of Wangeroog and the Rothesand Lighthouse being damaged a petroleum light of the third order has for several nights been burning on the said lighthouse. This cable was found to be so much injured by sand that its complete renewal along a considerable stretch became unavoidable; now, however, this being done the electric light on the Rothesand Lighthouse is burning as before. For the safety of navigation on the New Weser a light-beacon, showing a white occulting light, has been placed to the south of the Rothesand Lighthouse in the line of the Buoys D and E. **Lighthouses.**

As in 1898, the shipbuilding yards were generally doing a good business. In spite of prices rising in consequence of materials being dearer and wages higher, there were so many orders for new vessels given, that a number of them had to be transmitted to foreign countries for German account. Three third-class cruisers are building at Bremen City, and among others I may mention that at another shipbuilding yard on the Weser two twin-screw steamers, of 7,440 and 10,200 register tons respectively, are being built for the North German Lloyd. **Shipbuilding.**

The increase of passengers on the North German Lloyd boats was considerable last year, owing both to the general reanimation of business, and to the increase of wealth in the United States. The fast liner, "Kaiser Wilhelm der Grosse," continued to be the quickest merchantman afloat. In the present year the North German Lloyd will again start a number of new ships both on the North American and the so-called Imperial lines, and the line of cargo-boats to the East of Asia, those for the American lines all having twin-screws, and 7,500 to 12,500 tons register. The vessels are being built in Germany, all but two of the cargo-boats. Besides this, orders have been given to construct a new fast steamer at Stettin of the largest possible dimensions. **Shipowning.**

The "Hausa" (Steam Navigation Company) continued steadily to develop their cargo traffic, four new boats being built, viz., two each for the Indian and River Plate service. For the line to New Orleans, started by the Steam Navigation Company "Argo," there was a want of cargo outward from this port, **Hausa Company.**

so that the latter had to be supplied at Antwerp and Hamburg. The trade from New Orleans slackened in comparison to the year before, chiefly on account of the exportation of cotton being delayed. On the English line of "Argo" boats the outward trade was carried on favourably. The railway authorities having agreed to improve the connection between the interior and Bremen, part of the exports from Saxony and the central parts of Germany can now be sent via Bremen instead of foreign continental ports. In consequence of the improved connections between Bremen and transatlantic places the indirect importation through the United Kingdom has, of course, decreased. The shipping trade with Russia was also fairly prosperous.

**Seaborne
trade to
Africa.**

The agreement made on February 1, 1890, between the Imperial Government and the German East African line for running mail steamers to the East Coast of Africa will expire in the autumn of this year.

**Sailing
vessels.**

Home freights for sailing vessels were more remunerative than hitherto, especially in the autumn for grain from the west coast of the United States and nitrate from Chile. So few new sailing vessels being built, old ships again rose in value.

**Ships owned
at Weser
ports.**

On December 31, 1899, the total number of ships owned at the Weser ports amounted to 536 sea-going ships of an aggregate of 566,688 net register tons, or 19 ships of 10,023 net register tons in excess of 1898. Of these, 380 vessels of 475,763 net register tons belonged to Bremen, as against 364 ships of 466,385 tons in the year before.

**Merchant
Seamen Laws.**

The revision of regulations for seamen, the consequent alteration of the rules of the Commercial Code concerning maritime law, and the settling of the liability of German merchantmen to forward seamen to their homes, also the rules for licensed shipping-masters have arrived at a stage that a Bill on these questions will shortly be submitted to Parliament. On the whole the result of these labours appears satisfactory and the new laws will tend to adapt themselves to the altered conditions of navigation, caused by the development of steam traffic, and to promote the welfare of mariners. At first some objections were raised against the proposal to extend the liability of German merchantmen to forward seamen in distress, likewise to those who had incurred punishment. In this respect, however, the demands have likewise been reduced to a reasonable measure.

**German
Union for
International
Maritime
Law.**

The German Union for International Maritime Law last year continued to consider the question of approaching vessels, *i.e.*, the right of the road, and also commenced a discussion on salvage and assistance of ships in distress.

At the conference of the "Comité Maritime International," held at London in July, 1899, the delegates of nine sea-faring nations considered the legal consequences of a collision of ships caused by the fault of either, and the limits of the owner's liability. As to the first question, all were unanimous that the owners of two vessels colliding by the fault of either were responsible for the damage done to the ship in proportion to the blame attaching to

their vessel, and that this maxim should also be applied to the claims of the consignees. As to the other point, how far the owner's liability extends, this question was decided only against a minority of the British delegates. While the latter stuck to the English liability system, the great majority laid down the rule that the owner should have the option of limiting his liability by either abandoning ship and freight or paying an amount corresponding to the tonnage. The hope may be cherished that this London conference has made a great step forward in leading towards a uniform international maritime law.

The regulations of the Hamburg Court of Arbitration for Collision Collisions at Sea have been communicated to the Bremen Chamber of Commerce and submitted to the parties interested for consideration. The latter showed a decided reserve in their opinion. Should, however, the experiences made at that port with this way of settling collision cases prove to be favourable, and tend to waive certain objections raised as to the want of taking evidence on oath, Bremen may likewise adopt a similar mode of arbitration for collisions. Collision arbitrations.

The time allowed for the discharge of sea-going vessels in Bremen ports was last regulated by a law, dated May 12, 1883. Since then the conditions of navigation and the contrivances for discharge have changed so materially that it seems desirable to consider a curtailing of the time allowed hitherto. A committee of the Chamber of Commerce has now proposed a new scale of discharging days, which has been submitted to the consideration of the parties concerned. Discharging rules.

By a Bremen law of December 31, 1898, the reduction of foreign currency on payment of freight for vessels and goods arriving from sea has been altered to the effect that the average of the last quoted rate of exchange shall be decisive, if such rates have been quoted later than any rate paid. Rate of exchange for freight payments.

The trade results for 1899, as to value and quantity, will appear from the tables of the appendix. Further particulars of the nature and quantity of the staple articles imported and exported in 1899 will be furnished in Table 7, and the total amounts since 1897 in Table 8, whereas the character of imports and exports will be shown in Tables 9 and 10, and the share taken by the various countries in the trade of this port in Table 11. British trade during the last year will be treated in Tables 12, 13, and 14. II. Trade and commerce. Imports and exports.

I subjoin some remarks on the general course and extent of the transactions in some chief articles of trade during 1899. Trade in staple articles.

The imports of cotton fell short of those of 1898, the arrivals amounting only to 1,343,453 bales, as against 1,765,353 bales in the preceding year. The consumption of Surah cotton experienced a further decline, and it appears as if this description would soon fall away altogether. As long as India and above all Japan continue to consume such great quantities themselves, Europe has no chance to compete as a buyer in the East Indian cotton market; only if Japan should take American cotton, which at present does Cotton.

not seem likely, this state of things may change. At the Bremen Cotton Exchange 1,416,145 bales were classed in 1899, or 134,406 bales less than in the year before.

Tobacco.

Tobacco was on the whole anything but flourishing, especially as the Brazil crops were unsatisfactory both as to quantity and quality. Business in Domingo and Carmen was more prosperous, owing to great quantities being wanted by foreign Government buyers. Havana began to look up since the cessation of hostilities, but, in spite of good quality, the importation suffered from American competition. In Sumatra and Java large lots were bought for Bremen account on the Dutch markets. In Kentucky and Virginia a fair amount of business was done. On May 1, 1899, new stipulations between importers and dealers were introduced for the trade in North American tobacco in casks and for stems; a higher allowance was granted in case the goods fell short of samples. There has been a reduction from 13 to 11 per cent. fixed for tare on unprepared tobacco leaves, wrapped in matting or thick palm-leaves with bast cords or with linen covers.

Wool.

The favourable state of things for the wool trade at the close of 1898 continued in the following year. During the first months of 1899 prices kept rising, though somewhat limited by heavy arrivals. In the last months prices advanced by fits and starts, and they are at present higher than for the last 25 years. Since the autumn the South African war had a great influence, and the fine produce from the Orange and Transvaal districts continues to a great extent to be shut up in the interior. Manufacturers were thus compelled to buy coarser kinds, which they are able to work by improved machinery. Prices for these sorts rose still more since the United States have appeared as buyers on the European market.

Cereals.

Business in cereals was more or less steady throughout the year, and speculators were disinclined to operate. Prices appeared very sensitive and showed a falling tendency the moment the demand slackened in the least. Business in Indian corn was particularly satisfactory. Great complaints were made about the American inspection, which proved to be most unreliable. Transactions in rice continued steady. In the autumn heavy supplies and a want of demand from North America led to a reduction of prices for cleaned rice. The imports amounted to 212,744 tons, or about 20,000 tons in excess of 1898, this being the average of the last five years.

Coffee.

The trade in coffee was unsatisfactory throughout the year till October, when prices began to look up, owing to bad reports from Santos. This reanimation lasted to the close of the year, when the rise had amounted to 25 per cent.

Tea.

The consumption of tea in Germany is slowly and surely increasing, especially as regards inferior qualities. These prices advanced still more than in former years, other descriptions also selling at a fair rate.

Wine and spirits.

Transactions in claret continued to suffer by the increasing consumption of German wine. The apparently good result of

last year's vintage has already led to considerable orders. A Bill has been prepared for introducing new regulations for the wine trade, which on the whole promises to be an improvement. However, the control of wine-cellars and the high penalties are being objected to. The mild winter was again detrimental to business in rum and cognac.

Prices for American petroleum have been advancing throughout 1899, chiefly owing to a great demand in the United States. Russian oil is getting more and more introduced in the East of Germany and likewise largely used by the railway authorities. In consequence of the high prices the consumption of petroleum in Germany is hardly likely to increase.

Owing to the demand for hides having increased in the United States prices advanced about 20 per cent., especially for Central American and Brazil. The Transvaal war leading to a greater demand for leather, a further advance ensued.

In spite of heavy losses owing to the gales in the Atlantic in February and August most of the marine insurance companies will pay a satisfactory dividend. I may mention here that a Bill was preparing for an Imperial Insurance Law; however, serious objections having been raised against it in various quarters, transport insurance is to be excluded from any new measures that may be adopted. Though uniform regulations may be desirable, too strict a control of private companies by Government inspection might be feared. The German Commercial Union has recommended the restriction of any new law to life, accident, fire, hail, and cattle insurance.

Especially in some branches of exportation the forwarding agents suffered losses last year, their business as hitherto being unfavourably influenced by the customs in the United States, particularly from the rigorous interpretation of the Dingley Bill. Many exportations ceased altogether, and as regards despatching goods to other markets, business was hampered by the competition of North American industry, chiefly in the iron branch.

Bremen industry experienced a further favourable development in 1899. Though a great waterway to the interior is still wanting, there are certain advantages for industrial establishments being founded in this city, chiefly for those that are furnished with raw materials by sea, and export at least part of their manufactures in the same manner.

Owing to the warm summer the brewery sales to the interior were most satisfactory, the transatlantic export business likewise thriving. Thus the results will at least equal those of 1898, though the mild winter of 1898-99 again led to heavy expenses by getting ice from Norway. Barley was of first-rate quality at former prices; hops were of lighter quality, but also cheaper.

Business has become more and more difficult owing to sharp competition among manufacturers in consequence of over-production in the jute mills. This had a bad influence on prices. On the other hand, the export business, which had for some years past

nearly come to a standstill, was brisk in the latter half of the year. Much was bought by Argentine customers in consequence of large crops, and in general large transactions were made at remunerative prices.

Grain-mills.

No new markets were opened and the quantities produced from grain mills were much the same as hitherto. Prices were less favourable owing to competition, though no great fluctuations in the rate for raw material set in. The so-called Agrarian Party continued to be hostile to the great mills and endeavoured to annoy them by regulations in favour of small mills. Upon the request of the Union of German Millers the Government has introduced a new type system to raise the exportation; however, it is doubtful whether the expectations raised by this measure will be fulfilled. The exportation of inferior sorts of flour will probably cease altogether, to the disadvantage of mills in the interior, as in future the flour formerly exported will in the home markets cause prices to decline.

Oil mills.

The Bremen oil manufactories have gained in importance. The manufactory of sweet oil enlarged its operations by successfully crushing foreign competitors. The large stocks of linseed oil were soon consumed by the factories, so that the oil found a ready market. There was, however, one disadvantage, inasmuch as linseed itself, owing to failures of the Russian crop and bad prospects for India, suffered from fluctuations up to 40 per cent. The demand for oil-cakes of any kind was brisk, both for German agricultural purposes and from England, the chief market for this article, because German farmers do not use linseed cakes and on account of Germany having a protective duty on linseed oil. A new oil factory for technical oils is building. This is a branch of the oil factory of Gross Gerau-Bremen, founded on account of its more favourable position here than in the interior, which proves the truth of the above general remarks about industrial establishments on the Weser.

**IV. Public works.
Bremerhaven docks.**

At Bremerhaven the new dry dock built by Bremen in connection with the enlarged harbour was finished and delivered in September last to the North German Lloyd under the name of "Kaiserdock," this company having rented it. The largest fast steamers, hitherto obliged to put into English docks, are able to enter it; thus this work adds considerably to the progress of navigation in the Weser ports. The Imperial navy, which upon the strength of an agreement, dated March 14, 1892, had reserved the right of using the dock, has lately renounced this right on account of two new dry docks being intended for the naval port of Wilhelmshaven. The new "Kaiserdock" is furnished with two electric cranes of 50,000 kilos. lifting power each and one electric crane of 150,000 kilos. power. Besides there have been constructed for lifting heavy goods a hydraulic crane of 30,000 kilos. power on the west side of the harbour at Bremerhaven, and another on the east side of 20,000 kilos. power, worked by a gas-motor.

Bremen docks.

Within the free-port district of Bremen City the enlargement

of the harbour, mentioned in my last two reports, has been commenced. At present a dock parallel to the existing one is being excavated. The small dock for coasting vessels on the left bank of the Weser and the canal leading to it are also being deepened.

The deepening of the mouth of the Weser consisted of the continuation of the constructions for closing the side-channel between the east and west "Eversand." A complete closure has not yet been effected, owing to the violent beating of the current and the waves against the dams; however, it has been proved by sounding that some result has been attained. The depth in the lower "Dwarsgatt," though improved, needs a further correction, which will be completed when the side-channel at the west "Eversand" is properly dammed in according to the project. The two sea-dredgers, working between Beacon II and Wremen almost all the year round, have so much improved the depth that vessels of considerable draught can pass some time before and after high water.

Deepening of
Weser mouth.

The deepening of the Lower Weser, intended to be done in 1899 to arrive at a formation of the bed of the river, as planned in the project, have been completed. Also the shifting of the navigable channel at Dedesdorf from the right to the left bank has been begun, partly by dams on the right shore and partly by dredging on the left and on the sandbank. In course of time this project will be carried out and the original plan then completed.

Deepening
of Lower
Weser.

The average rate of discount for 1899 again exceeded that of the previous years. In December, 1898, the difference between the private discount in England and Germany was 2 per cent. ($3\frac{1}{2}$ and $5\frac{1}{2}$); in December, 1899, the rate of private discount in Germany was $6\frac{1}{2}$ per cent., as against $6\frac{1}{2}$ per cent. in England. The favourable condition of most branches of German industry will probably for the first prevent any material decline of the rate of discount. The increase of capital, the flourishing condition of trade, navigation and industry, together with the limited issues of new stock during the last half year, will save Germany from any great financial difficulties and their detrimental consequences. The money-market of the world may continue to suffer partly from the want of South African gold, which amounts to about 26 per cent. of the entire production, and partly owing to the enormous sums required to carry on the war.

Discount.

The coming additional rules of the monetary law will mean a further advance towards the establishment of a pure gold-standard in Germany. The intention is to increase the total amount of silver coins from 10 to 14 marks per head of the population of the Empire, the silver required for this purpose being supplied by the melting down of a certain number of thalers. It having been proved that more and more loose silver money is required, it is a desirable measure that for this purpose the thalers, which in critical times might be a great incumbrance to traffic, will be reduced to about the half of their present amount of 359,500,000 marks. The Bill further purposes the abolition of 5-mark gold pieces and the 20-pf. coins of silver and nickel.

Monetary
Law.

There have been many complaints about the telegraphic inter-

Telegrams.

course between this port and Liverpool and London. Whereas telegrams from Liverpool ought in general to arrive here in an hour they were—particularly in August and September—two or three hours coming, even after deduction of the difference of time. At London these messages have to be re-wired, but also from London itself telegrams often arrive here so late that information about the rates of exchange was forwarded faster via Berlin than direct, though wired simultaneously. This delay is especially detrimental if cables are expected before the close of the exchange or late at night, when offers should be forwarded from here on the strength of telegraphic news. Especially in the cotton trade, important interests being at stake, complaints have been made to the Imperial Post Office authorities at Berlin, and it is hoped that something will be done in consideration of the importance of Bremen as the first continental cotton market.

German steam
trawling.

The total number of steam trawlers belonging to the Weser ports was 86. The average take was satisfactory, except during the summer, prices likewise being fairly good. Thus the result was more favourable than that of 1898. As to herring-fishery, 20 luggers were engaged in this trade by the Bremen-Vegesack Company and 10 from Elsfleth, but with a bad result. Most of the boats could only start three times and the take of the said company fell short of that of 1898 by 60 per cent. However, this was to a great extent made up for by higher prices.

It should likewise be mentioned that the Imperial Government has altered the limits of "home trade" so as to include the following waters: the Baltic, the North sea up to 61° N. lat., and the British Channel with any tug-boats not used for goods or passengers.

APPENDIX to the Report for 1899.

TABLE 1.

| Year. | Arrivals at Bremen-Bremerhaven. | | Departures from Bremen-Bremerhaven. | |
|------------|------------------------------------|-----------------------|--|-----------------------|
| | Number of Vessels. | Aggregate Tonnage. | Number of Vessels. | Aggregate Tonnage. |
| 1895 | 4,083 | 2,183,274 | 4,448 | 2,200,240 |
| 1896 | 4,494 | 2,011,663 | 4,781 | 2,008,306 |
| 1897 | 4,391 | 2,258,988 | 4,826 | 2,245,896 |
| 1898 | 4,642 | 2,464,800 | 4,988 | 2,502,651 |
| 1899 | 4,128 | 2,406,748 | 4,545 | 2,467,747 |

TABLE 2.

| Flag. | Arrivals at Bremen-Bremerhaven. | | Departures from Bremen-Bremerhaven. | |
|-------------------------------------|------------------------------------|------------------------|--|------------------------|
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| British | 414 | 535,173 | 424 | 547,202 |
| Austro-Hungarian .. | 2 | 2,706 | 2 | 2,706 |
| Dutch | 150 | 26,554 | 194 | 28,408 |
| Danish | 55 | 28,022 | 57 | 27,243 |
| French | 8 | 6,238 | 9 | 6,953 |
| German (Bremen only) | 1,917 | 1,461,020 | 2,045 | 1,497,034 |
| German (Bremen ex- cepted) | 1,343 | 253,414 | 1,573 | 257,064 |
| Norwegian | 102 | 45,529 | 99 | 42,627 |
| Greek | 2 | 3,169 | 2 | 3,169 |
| Russian | 19 | 7,141 | 21 | 8,370 |
| Swedish | 111 | 21,991 | 114 | 21,180 |
| Italian | 1 | 936 | 1 | 936 |
| Japanese | 4 | 14,855 | 4 | 14,855 |
| Total | 4,128 | 2,406,748 | 4,545 | 2,457,747 |

TABLE 3.

| From and to— | Arrivals. | | Departures. | |
|---|-----------------------|------------------------|-----------------------|------------------------|
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| Great Britain and Ireland .. | 599 | 330,068 | 904 | 759,952 |
| Germany | 1,862 | 381,281 | 2,251 | 448,249 |
| Other parts of Europe .. | 1,119 | 329,443 | 1,051 | 263,347 |
| North America | 348 | 930,962 | 201 | 671,898 |
| Central and South America | 85 | 151,730 | 71 | 131,237 |
| West Indies | 8 | 5,896 | 16 | 22,105 |
| Africa | 8 | 6,309 | .. | .. |
| Asia | 36 | 195,148 | 34 | 100,910 |
| Australia and Sandwich Islands | 13 | 55,911 | 17 | 60,149 |
| Total | 4,128 | 2,406,748 | 4,545 | 2,457,747 |

TABLE 4.

| Year. | Arrivals from the United Kingdom. | | Departures for the United Kingdom. | |
|------------|--------------------------------------|------------------------|---------------------------------------|------------------------|
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| 1895 | 537 | 295,705 | 843 | 783,890 |
| 1896 | 556 | 270,500 | 829 | 619,783 |
| 1897 | 582 | 276,899 | 883 | 728,839 |
| 1898 | 594 | 290,474 | 914 | 777,578 |
| 1899 | 599 | 330,068 | 904 | 759,952 |

TABLE 5.

| Nationality. | Arrivals from the United Kingdom. | | | Departures for the United Kingdom. | | |
|--------------|-----------------------------------|---------------------|--------------------|------------------------------------|--------------------|---------------------|
| | With Cargo. | | In Ballast. | With Cargo. | | In Ballast. |
| | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. | Number of Vessels. | Registered Tonnage. |
| British .. | 176 | 95,994 | 1 | 349 | 134 | 80,397 |
| Bremen.. | 289 | 180,428 | 10 | 24,568 | 269 | 170,881 |
| German.. | 127 | 24,662 | 3 | 606 | 79 | 8,773 |
| Swedish.. | .. | .. | 1 | 97 | 2 | 216 |
| Norwegian | 2 | 1,009 | .. | .. | 1 | 1,405 |
| Danish .. | 3 | 392 | .. | .. | 5 | 1,317 |
| Dutch .. | 7 | 1,963 | .. | .. | 17 | 1,516 |
| Austrian | .. | .. | .. | .. | .. | .. |
| Greek .. | .. | .. | .. | .. | .. | .. |
| Japanese | .. | .. | .. | .. | .. | .. |
| Total .. | 584 | 304,448 | 15 | 25,620 | 507 | 264,505 |
| | | | | | | 495,447 |

TABLE 6.

| Year. | British Ships Arrived. | | | British Ships Departed. ¹ | | |
|-------------|------------------------|-------------|---------------------|--------------------------------------|-------------|---------------------|
| | Ships. | | Registered Tonnage. | Ships. | | Registered Tonnage. |
| | Total Number. | In Ballast. | | Total Number. | In Ballast. | |
| 1896 | 463 | 6 | 666,427 | 456 | 321 | 648,643 |
| 1896 | 419 | 6 | 522,034 | 422 | 294 | 510,398 |
| 1897 | 427 | 5 | 563,008 | 426 | 291 | 557,146 |
| 1898 | 468 | 2 | 622,881 | 447 | 304 | 604,167 |
| 1899 | 414 | 5 | 536,173 | 424 | 263 | 547,202 |

Table 7.—IMPORTATION and Exportation of Staple Articles of Trade during the Year 1899.

| Description of Articles. | | Quantity. | |
|----------------------------|--------------|-------------|-------------|
| | | Imports. | Exports. |
| Cotton | Kilos... | 324,442,692 | 331,523,711 |
| Wool | " | 77,504,077 | 75,784,599 |
| Jute | " | 16,355,920 | 7,638,702 |
| Iron and iron wire | " | 132,514,492 | 83,261,304 |
| Cement | " | 71,044,093 | 52,332,360 |
| Bricks | Number .. | 51,402,230 | 8,907,748 |
| Other building materials.. | Kilos... | 118,839,118 | 44,341,646 |
| Bottles | " | 50,651,027 | 32,460,895 |
| Manure | " | 71,598,458 | 121,426,005 |
| Drugs | " | 26,493,342 | 27,568,674 |
| Petroleum | " | 37,374,615 | 66,566,944 |
| Tobacco | " | 48,066,898 | 53,702,435 |
| Cigars | Thousands .. | 181,691 | 127,757 |
| Rice | Kilos... | 241,242,141 | 180,145,850 |
| Coffee | " | 14,073,359 | 13,568,644 |
| Flour | " | 29,866,341 | 50,946,853 |
| Linseed | " | 26,736,697 | 7,682,856 |
| Bran | " | 56,906,595 | 78,192,484 |
| Sugar— | | | |
| Raw | " | 36,434,229 | 36,434,661 |
| Refined | " | 14,311,464 | 10,205,322 |
| Grain | " | 586,571,244 | 432,537,530 |
| Wine | Litres.. | 8,566,477 | 7,984,544 |
| Spirits | " | 4,322,054 | 3,184,704 |
| Beer | " | 12,201,766 | 19,845,642 |

TABLE 8.

| Year. | Total Imports into Bremen-Bremerhaven. | | Total Exports from Bremen-Bremerhaven. | |
|------------|--|------------|--|------------|
| | Gross Weight. | Value. | Gross Weight. | Value. |
| | Centners. | £ | Centners. | £ |
| 1897 | 73,665,760 | 43,827,223 | 52,407,700 | 41,777,571 |
| 1898 | 75,537,296 | 45,651,010 | 57,482,248 | 43,496,473 |
| 1899 | 77,785,550 | 44,657,075 | 57,610,098 | 43,043,703 |

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TABLE 9.

| Description of Imports. | Value. | |
|-------------------------------------|-------------|-------------|
| | 1898. | 1899. |
| | Marks. | Marks. |
| Articles of food | 263,986,354 | 248,680,106 |
| Raw materials | 466,690,198 | 454,830,388 |
| Part manufactured goods.. .. | 37,968,415 | 37,925,915 |
| Manufactures | 63,765,134 | 60,450,435 |
| Other productions of industry | 98,870,504 | 109,117,842 |
| Total | 931,280,605 | 911,004,836 |
| Equiv. in sterling £ | 45,651,010 | 44,657,075 |

TABLE 10.

| Description of Exports. | Value. | |
|-------------------------------------|-------------|-------------|
| | 1898. | 1899. |
| | Marks. | Marks. |
| Articles of food | 246,709,449 | 241,395,531 |
| Raw materials | 455,707,329 | 446,200,588 |
| Part manufactured goods | 34,447,038 | 33,000,887 |
| Manufactures | 61,889,050 | 58,199,712 |
| Other productions of industry | 88,575,197 | 99,294,875 |
| Total | 887,328,063 | 878,091,543 |
| Equiv. in sterling £ | 43,496,473 | 43,043,703 |

TABLE 11.

| From and to— | Value. | |
|--------------------------------------|----------------|----------------|
| | Imports, 1899. | Exports, 1899. |
| | Marks. | Marks. |
| Germany | 286,116,845 | 530,425,698 |
| Other parts of Europe | 133,181,307 | 191,838,778 |
| British North America | 10,904 | 120,245 |
| United States of America | 301,994,962 | 76,984,076 |
| Mexico and Central America | 5,103,690 | 573,008 |
| South America | 74,234,979 | 15,009,061 |
| West Indies | 9,397,165 | 1,953,678 |
| Africa | 13,958,888 | 1,507,828 |
| Asia | 61,903,631 | 36,488,692 |
| Australia and Sandwich Islands | 25,107,965 | 13,967,844 |
| Outfits for merchantmen | .. | 9,217,635 |
| Total | 911,004,836 | 878,091,543 |
| Equiv. in sterling £ | 44,657,075 | 43,043,703 |

Table 12.—VALUE of Imports from the United Kingdom during the Year 1899.

| Description of Articles. | | | | | Value. |
|--------------------------|----|----|----|----|-------------|
| | | | | | Marks. |
| Cotton— | | | | | |
| Manufactures | .. | .. | .. | .. | 16,056,211 |
| Yarn and twist | .. | .. | .. | .. | 1,199,668 |
| Wool— | | | | | |
| Raw | .. | .. | .. | .. | 19,239,654 |
| Yarn | .. | .. | .. | .. | 2,497,989 |
| Indigo and other dyes | .. | .. | .. | .. | 370,402 |
| Iron and steel wares | .. | .. | .. | .. | 981,041 |
| Machines | .. | .. | .. | .. | 1,462,787 |
| Fish | .. | .. | .. | .. | 169,084 |
| Coffee | .. | .. | .. | .. | 687,552 |
| Tea | .. | .. | .. | .. | 162,842 |
| Coals | .. | .. | .. | .. | 3,344,789 |
| Drugs and chemicals | .. | .. | .. | .. | 2,750,450 |
| Indiarubber | .. | .. | .. | .. | 2,013,805 |
| Slate | .. | .. | .. | .. | 253,260 |
| Furs | .. | .. | .. | .. | 2,856,118 |
| Leather | .. | .. | .. | .. | 788,341 |
| Oils | .. | .. | .. | .. | 260,048 |
| Miscellaneous | .. | .. | .. | .. | 5,984,859 |
| Total | | | | | 61,068,345 |
| Equiv. in sterling | | | | | £ 2,993,546 |

SUMMARY.

| | | | | | Value. | |
|-------------------------------|----|----|----|----|-------------|------------|
| | | | | | 1898. | 1899. |
| | | | | | Marks. | Marks. |
| Articles of food | .. | .. | .. | .. | 1,807,181 | 1,835,756 |
| Raw materials | .. | .. | .. | .. | 26,383,468 | 33,488,479 |
| Part manufactured goods | .. | .. | .. | .. | 8,280,012 | 5,741,158 |
| Manufactures | .. | .. | .. | .. | 13,225,112 | 16,896,774 |
| Other productions of industry | .. | .. | .. | .. | 2,861,186 | 3,106,178 |
| Total | | | | | 52,556,959 | 61,068,345 |
| Equiv. in sterling | | | | | £ 2,576,321 | 2,993,546 |

BREMEN.

Table 13.—VALUE of Exports to the United Kingdom during the Year 1899.

| Description of Articles. | | | | | | Value. |
|--------------------------|----|----|----|----|----|------------|
| | | | | | | Marks. |
| Yarn.. | .. | .. | .. | .. | .. | 3,418,956 |
| Wool | .. | .. | .. | .. | .. | 1,379,360 |
| Silk .. | .. | .. | .. | .. | .. | 479,364 |
| Cotton manufactures | .. | .. | .. | .. | .. | 1,112,901 |
| Paper manufactures | .. | .. | .. | .. | .. | 1,986,301 |
| Hops.. | .. | .. | .. | .. | .. | 763,490 |
| Sugar | .. | .. | .. | .. | .. | 6,664,683 |
| Beer .. | .. | .. | .. | .. | .. | 542,399 |
| Rice .. | .. | .. | .. | .. | .. | 411,502 |
| Tobacco | .. | .. | .. | .. | .. | 453,551 |
| Cigars | .. | .. | .. | .. | .. | 65,182 |
| Dry colours.. | .. | .. | .. | .. | .. | 570,491 |
| Chemicals .. | .. | .. | .. | .. | .. | 1,034,560 |
| Starch .. | .. | .. | .. | .. | .. | 1,274,509 |
| Skins and furs | .. | .. | .. | .. | .. | 2,940,684 |
| Glass wares .. | .. | .. | .. | .. | .. | 6,894,010 |
| China .. | .. | .. | .. | .. | .. | 1,954,582 |
| Rags.. | .. | .. | .. | .. | .. | 413,989 |
| Toys.. | .. | .. | .. | .. | .. | 2,792,778 |
| Pictures and statues | .. | .. | .. | .. | .. | 3,815,087 |
| Oilcakes | .. | .. | .. | .. | .. | 1,746,520 |
| Asphalt | .. | .. | .. | .. | .. | 298,693 |
| Miscellaneous | .. | .. | .. | .. | .. | 11,413,030 |
| Total.. | .. | .. | .. | .. | .. | 52,420,062 |
| Equiv. in sterling | .. | .. | .. | .. | £ | 2,569,610 |

SUMMARY.

| | | | | | Value. | |
|-------------------------------|----|----|----|----|------------|------------|
| | | | | | 1898. | 1899. |
| | | | | | Marks. | Marks. |
| Articles of food | .. | .. | .. | .. | 9,309,191 | 11,187,454 |
| Raw materials | .. | .. | .. | .. | 9,376,432 | 11,241,999 |
| Part manufactured goods.. | .. | .. | .. | .. | 3,279,363 | 3,172,258 |
| Manufactures | .. | .. | .. | .. | 1,544,384 | 3,507,073 |
| Other productions of industry | .. | .. | .. | .. | 15,183,868 | 23,361,278 |
| Total | .. | .. | .. | .. | 39,043,238 | 52,420,062 |
| Equiv. in sterling | .. | .. | .. | £ | 1,913,884 | 2,569,210 |

TABLE 14.

| Year. | | | | | Value of Imports from the United Kingdom. | Value of Exports to the United Kingdom. |
|-------|----|----|----|----|---|---|
| | | | | | £ | £ |
| 1897 | .. | .. | .. | .. | 2,235,488 | 1,675,368 |
| 1898 | .. | .. | .. | .. | 2,576,321 | 1,912,884 |
| 1899 | .. | .. | .. | .. | 2,993,546 | 2,569,610 |

LÜBECK.

Mr. Vice-Consul Behncke reports as follows:—

Like many a greater German seaport, Lübeck has progressed ^{Introductory.} in the steady development of her trade, commerce and shipping. Our import business with its increased supplies of wood, seed and pulse, coal, iron, skins, hides, wooden articles, tar, pitch, &c., has again this year carried on a brisk trade with the interior. This was particularly the case in reference to wood from the north, and the demand was caused by the building activity in West and Middle Germany. Particularly through a steady demand for wooden articles, the planing-mills of this place were kept very busy. The flourishing condition of the iron improvement industry (the manufacturing of iron into wrought-iron articles) in the German iron and steel trade increased the import of Swedish iron and steel.

The ironworks of Rhenish Westphalia, Middle Germany and Upper Silesia have been so busily employed that the business, which is carried on through Lübeck, has again had an essential increase. Not less was the industrial activity of the interior supported by the trade in tar, hemp, flax, and other northern products. It may be safely affirmed that the foreign trade of this port this year closes satisfactorily.

The great improvement in the condition of the farmer has stood the business of the interior in good stead. Most of the wholesale branches sustained a brisk business with quick returns. The expedition of goods, which, on account of the mild winter at the beginning of the year, could be continued without interruption, took in the summer its usual course and mounted in the autumn to a satisfactory extent.

The retail business was also well supported, for there was plenty of work and good wages among the lower and middle classes of society, so that, as in the previous year, a considerable increase in consumption made itself agreeably noticeable.

Manufactories were fully employed. They record, in the extent of their exports, an essential increase of their business connections with Russia, Finland, Sweden, Denmark, and Norway, with the countries of the West Continent and with foreign lands. The war in Africa, the troubles in the Philippine Isles, and the many crises and money difficulties in Brazil and other places in South America made themselves felt, it is true, in some branches of wholesale trade, particularly in the machinery, metal-work, and tinned provision industries. The home consumption was altogether favourable, although the rise in price of the raw materials somewhat depressed trade.

Lübeck's foreign trade is mostly carried on with the countries ^{Trade and commerce.} of the north, with Russia, Finland, Sweden, Norway, and Denmark. ^{Foreign trade of Lübeck.} The intercourse with Denmark was prejudiced by the difficulties ^{With Denmark.} placed in the way of cattle import. Notwithstanding this the old extent of commerce has asserted itself, at least in some branches of business, more particularly the trade in colonial

wares, drugs, chemicals, as well as in iron and hardware. Our wholesale cattle trade has been during the year, it is true, not quite so depressed as during the previous year; however, till now only a small part of the old conditions of the wholesale branch, which is equally important for our navigation and trade, has been restored. The considerable fall in the price of pigs is to be accounted for by the increased import of American bacon and lard. The import of fresh meat was also confined to moderate limits from this cause. In the ship traffic with the Danish Islands the want of return cargoes was felt, and in consequence of the constant want of cattle transport it was the same as in the previous year.

With Sweden. In the traffic with Sweden the chief result was an increased import of timber. But the import of iron and ores as well as manufactured wooden articles, such as ready-made doors, &c., helped to make trade and the shipping business livelier than in 1898. Under the improving influence of the extending export capacity of Sweden the prosperity of the land grows from year to year, and in a corresponding degree it takes more and more of the export product of Germany. The increase of the joint stock of the private banks of Sweden continues, numerous large industrial establishments have been refounded, the shipping agencies have been enlarged, and the constant building of new railways shows the rising development of Sweden. All this increases Germany's exports of machinery, iron beams, mine and railway rails, tip-carts with field rails and the necessary working materials, and other fine and rough iron wares, as well as wool, rags, hemp, tow, flax, &c. In addition, piece-goods of fine and coarse qualities were shipped in great quantities. The piece-goods business between Lübeck and Sweden, as well as Denmark, was nearly the whole year brisk, so on this account a new North Sweden steamer line extending its course to Luleå could satisfactorily continue its course.

With Russia. Russia, in spite of the unsatisfactory condition of her agriculture, shows, as in 1898, that numerous branches of her industry continue to develop. This industrial progress arises chiefly from the increased consumption of coal and coke, from the important development of the production of metal, from the steadily-growing engineering industry and the increased import of the necessary metals, machines and apparatuses, as well as certain important raw materials of the textile industry. If Lübeck has been able to sustain the extent of its trade with St. Petersburg, Riga, Reval, Libau, and other ports in spite of the agrarian condition in Russia, and the almost entire loss of its former considerable import of corn and pulse, this fact is only to be attributed to the strong growth of Russian industries and the good business position of the co-operating branches of commerce. Iron, machinery and rough-iron wares passed at times in great quantities viâ Lübeck. The piece-goods business was also brisk during the whole year. Unfortunately Lübeck shipping agents could only take a small part in the great import of

American cotton, which in the previous year had an increase of 30 per cent., and which this year has been shipped in still greater quantities to St. Petersburg and Reval, on account of the insurmountable competition of Bremen. The absence of corn was mitigated by the increased arrivals of wood cargoes, but it did not replace the one class of cargo, which has always been of great importance to the trade of this place. Some of the articles which led to more lively trade were hemp, flax, skin and hides.

The trade to and from Finland suffered from the state of ^{With Finland.} the money market, partly produced by the investment of large sums in new factory plant and a bad harvest. Although the export of machinery and machine parts has been very great this year to Finland, yet the export of manufactured goods and piece-goods has considerably declined. At the beginning of the year the shipping agency business became more lively. On account of the very cold and continuous winter in the north it was only possible for the ice-breaker steamer from Lübeck to continue its traffic with Finland, and Hamburg and Stettin had to discontinue. The consequence of this fact was that the shipping of bulky wares such as flour, bacon, cotton, &c., via Lübeck to Finland, and from there to Russia, reached a considerable extent. The goods business with Finland also suffered generally from the above-mentioned circumstances. Only at the beginning of the autumn did the commercial prospects improve. In consequence of the bad harvest in some parts of Finland the export of potatoes assumed very great dimensions. Flour, pearl-barley, and groats were also exported in large quantities. The import of wares from Finland has also been considerable during the last year. More wood was imported, as well as timber and poultry, but less butter and cranberries. The passenger traffic to and from Finland also showed a decrease. The addition of a large and excellently fitted quick steamer on the Helsingfors-Stettin line has made competition with Lübeck.

The trade with Great Britain was limited to English and ^{With Great} Scotch coals, the price of which during the first three months of ^{Britain.} the year, in consequence of the mild winter, was something less than in 1898, but which afterwards increased. Several small cargoes of fresh herrings were also imported from England.

BESIDES the Imports of Coal and Coke (see p. 80) the following Articles arrived here from Great Britain by Sea.

| Articles. | | | | | Quantity. |
|-------------------|----|----|----|----|-----------|
| | | | | | Tons. |
| Corner and T-iron | .. | .. | .. | .. | 560 |
| Iron in staves | .. | .. | .. | .. | 205 |
| Iron in plates | .. | .. | .. | .. | 1,880 |
| Grinding stones | .. | .. | .. | .. | 15 |
| Herrings | .. | .. | .. | .. | 1,350 |

Total imports
and exports.

VALUR and Weight of the different Articles Imported and
Exported by Land and by Sea.

IMPORTS.

| Year. | | | | | Quantity. | Value. |
|-------|----|----|----|----|------------|------------|
| | | | | | Cwts. | £ |
| 1896 | .. | .. | .. | .. | 19,357,400 | 13,034,600 |
| 1897 | .. | .. | .. | .. | 22,176,700 | 14,712,500 |
| 1898 | .. | .. | .. | .. | 23 213,500 | 14,195,300 |

EXPORTS.

| Year. | | | | | Quantity. | Value. |
|-------|----|----|----|----|------------|------------|
| | | | | | Cwts. | £ |
| 1896 | .. | .. | .. | .. | 12,100,100 | 10,020,300 |
| 1897 | .. | .. | .. | .. | 13,544,800 | 11,174,000 |
| 1898 | .. | .. | .. | .. | 15,102,800 | 13,099,600 |

Banks.

The returns of the Lübeck Banks amounted to :—

LÜBECKER Privatbank.

| Year. | | | | | Amount. | At a Dividend of— |
|-------|----|----|----|----|------------|----------------------|
| | | | | | £ | Per cent. |
| 1896 | .. | .. | .. | .. | 22,050,000 | 8½ |
| 1897 | .. | .. | .. | .. | 23,800,000 | 8 |
| 1898 | .. | .. | .. | .. | 24,800,000 | 8½ |

COMMERZ-BANK in Lübeck.

| Year. | | | | | Amount. | At a Dividend of— |
|-------|----|----|----|----|------------|----------------------|
| | | | | | £ | Per cent. |
| 1896 | .. | .. | .. | .. | 33,235,000 | 7½ |
| 1897 | .. | .. | .. | .. | 39,160,000 | 7½ |
| 1898 | .. | .. | .. | .. | 44,885,000 | 8 |

IMPERIAL Bank Agency.

| Year. | | | | | Amount. |
|--------|----|----|----|----|------------|
| | | | | | £ |
| 1896.. | .. | .. | .. | .. | 26,322,300 |
| 1897.. | .. | .. | .. | .. | 29,461,200 |
| 1898.. | .. | .. | .. | .. | 34,347,500 |

The year 1899 was a profitable one for the banks, as the rate of interest remained higher during the whole year than in 1898. Beginning with a discount of 6 per cent., the Reichsbank lowered the same on January 17 to 5 per cent., on February 21 to $4\frac{1}{2}$ per cent., and on May 9 to 4 per cent.; raised it, however, again on August 7 to 5 per cent., on October 3 to 6 per cent., and on December 19 to 7 per cent. The last increase of the discount to 7 per cent. became necessary after the Bank of England, on November 30, raised its discount from 5 per cent. to the unusual height of 6 per cent.

The business in the funds and other consols suffered considerably from the after effect of the high rate of interest. During the year the prices of many stocks sank under the purchase price. There was a great inclination to invest conveyable moneys, which were intended as permanent investments in freeholds, as safe mortgages at 4 per cent. were easily obtainable. In addition investment in first-class funds was partly avoided, because the purchase of industrial shares promised a higher dividend than ordinary shares, not to mention other opportunities which offered themselves of gaining an advantage in the rate of interest. Towards the close of the year there were no signs of a rise in the funds.

The previously mentioned improvement in trade and industry, aided by the freedom of the harbour from ice for a considerable period, gave shipping such opportunities of profitable activity as the competition of Hamburg through the Kaiser Wilhelm Canal to the Baltic allowed.

The extent of Lübeck's navigation is about equal to the previous year, in spite of the emulation of the big North Sea ports through the above-mentioned canal to the Baltic.

The daily line of steamers between Lübeck and Copenhagen (Malmö and Gothenburg) was mostly fully employed on the outward journey, as the piece-goods business to Denmark and South Sweden remained continuously brisk.

The passenger traffic was as great as in the previous year.

On the route Stettin-Lübeck-Kolding-Aarhus there was a want of satisfactory cargoes in the traffic between Lübeck and Jutland. Also from Lübeck and Jutland to Stettin there were not always sufficient cargoes.

The direct steamship line between Lübeck and Stockholm was maintained during the whole winter by the lively traffic in the piece-goods business to Sweden. In the spring and autumn extra steamers were put on.

The extent of Lübeck's sea traffic during the years 1897-99 amounted to:—

Funds, &c., and
investments.

Shipping and
navigation.

Steamer lines.

Ships entered
in 1897-99.

ARRIVALS.

| Year. | Sailing. | | Steam. | | Total. | |
|------------|--------------------|---------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| 1897... .. | 1,080 | 106,160 | 1,780 | 434,090 | 2,860 | 542,250 |
| 1898... .. | 1,008 | 116,280 | 1,880 | 441,880 | 2,888 | 558,270 |
| 1899... .. | 1,077 | 100,830 | 1,783 | 443,570 | 2,860 | 544,400 |

Ships cleared
in 1897-99.

DEPARTURES.

| Year | Sailing. | | Steam. | | Total. | |
|------------|--------------------|---------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| 1897... .. | 1,074 | 109,450 | 1,782 | 436,380 | 2,856 | 545,780 |
| 1898... .. | 990 | 111,220 | 1,887 | 446,480 | 2,877 | 557,700 |
| 1899... .. | 1,080 | 99,910 | 1,784 | 446,360 | 2,874 | 546,260 |

Lübeck ships. According to the official list the number of Lübeck merchantmen at the close of the year 1899 amounted to 25 steamers, of 8,770 tons.

British ships.

ARRIVALS under British Flag.

| Year. | | | | | Number of Vessels. | Tons. |
|-------|----|----|----|----|--------------------|-------|
| 1897 | .. | .. | .. | .. | 12 | 8,320 |
| 1898 | .. | .. | .. | .. | 19 | 6,718 |
| 1899 | .. | .. | .. | .. | 15 | 4,121 |

Arrivals from
United
Kingdom.

ARRIVALS from Great Britain under different Flags.

| Year. | | | | | Number of Vessels. | Tons. |
|-------|----|----|----|----|--------------------|--------|
| 1897 | .. | .. | .. | .. | 94 | 56,970 |
| 1898 | .. | .. | .. | .. | 92 | 55,850 |
| 1899 | .. | .. | .. | .. | 83 | 51,200 |

Steamships.

The steamers which started once or twice a week to South Sweden, Gefle, and Hernösand were able to carry on satisfactory traffic during the summer and winter. There was seldom a want of cargoes out. The direct connection of North Sweden, which had been irregular and defective during the last years, was strengthened in 1899 by a new North Sweden line, which extended its journey up to Luleå. The passenger traffic to Sweden had about the same extent as in 1898.

On the Lübeck-St. Petersburg and Lübeck-Reval lines business developed itself favourably for the shipping agencies. It is true

that the transit of raw cotton viâ Lübeck considerably abated, as in the foregoing year, but the ample shipments of iron, steel machines, rags, &c., took its place. As to the journey to St. Petersburg, an important autumn business was caused by the circumstance that the steamers on the Hamburg-St. Petersburg route had to cease running very early, and therefore considerable quantities of bulky goods from Hamburg passed through Lübeck.

The traffic on the Lübeck-Riga line also brought profitable returns. The business of the Lübeck-Libau line was not quite so good. On the Lübeck-Hangö and Helsingfors line (calling at Reval) the weekly steamers were often not sufficient to control the strong pressure of goods, which chiefly consisted of potatoes, so on this line also extra steamers had to be put on. To strengthen the supply of ships two lighters are being built, each of 750 tons. On the Lübeck-Wiborg-Kotka, Lübeck-Hangö-Åbo, and Lübeck-Åbo-Österbotten lines tourist steamers were started once a week, and met with success. The Lübeck-Wiborg-Kotka line, in particular, has had considerably increased cargoes of piece-goods.

The Lübeck-Wismar and Lübeck-Rostock-Stettin lines were generally sufficiently supplied with cargoes. The Lübeck-Königsberg steamers had at times to find other ports, for cargoes for Lübeck direct failed. In outward traffic the competition of the North Sea ports made itself felt. Only in the autumn did the freights become more abundant.

On the Lübeck-Flensburg-Sonderburg-Hadersleben route the traffic returns were satisfactory, although the return cargoes were never quite sufficient. The new and somewhat larger cargo steamer that has been placed on the route has already made some voyages and will, it is to be hoped, in the future succeed better.

On the Lübeck-Rotterdam-Rhine line the return cargoes still leave much to wish for. Export cargoes were amply sufficient, except during the months of June, July, and part of December. After the opening of the Elbe-Trave Canal which will make the cheap conveyance of bulky wares from the districts of the Upper and Middle Elbe possible for Lübeck, it is to be expected that a larger cargo substance for our Rhine sea traffic will impend for Lübeck.

The freight market showed, generally, the same condition as in the previous year. The low prices at the beginning of the year soon gave place to higher demands in freightage, for the shipping in the harbours of the north began very late, and therefore the demand for ships augmented considerably. As business became brisker freightage again advanced and only declined towards the end of the year. This was particularly the case in wood cargoes which are very important for our town. The advance in wood cargoes was a great advantage to the regular cargo steamers which are more or less dependent on them.

The present condition of the sea passage over Travemünde will probably not meet the requirements of the increased traffic which is expected in Lübeck. Through its connection with the

Freights.

Lübeck-Travemünde traffic.

Elbe an enlargement of its Baltic trade and traffic will ensue. A greater increase of the North Sea traffic and a foreign freight and commercial traffic must also be striven for. Therefore it has been determined to deepen the River Trave as far as Travemünde. It must be acknowledged with gratitude that the local government has resolved to recognise these requirements of the merchants, and several cuttings and other improvements of the fairway have been commenced. In future the passage will have a fairway 8 metres deep in the stream and $8\frac{1}{2}$ metres deep at the entrance of the stream into the sea. It is confidently hoped that this improvement of the fairway will materially improve Lübeck's shipping business. In addition, the request of the merchants for a larger place near the harbour, where the canal boats can lie alongside the sea ships to load and unload their cargoes, has been granted. To make the necessary room it has been resolved to dredge away a small island.

Petroleum.

The results of the petroleum market were about the same as in the previous year. The prices at the beginning of the year remained unaltered and then they slowly declined from March till May at about the rate of 1s. per cwt., but afterwards they rose about 2s. 6d. per cwt. This fluctuation was caused partly by the scarcity of the article and partly by the freightage being particularly high in the autumn. The chief cause of the continued advance lies in the fact that the German-American Petroleum Company have monopolised the entire trade in American petroleum. In consequence Russian petroleum, with its comparatively cheaper prices, gains ground. Above all the sale of meteor petroleum has enormously increased.

Iron and steel

The import of Swedish iron and steel has fortunately advanced, while in the year 1898 it was not greater than in 1897. The cause of the increased import is generally to be attributed to the flourishing trade done by the German iron and steel industry and the briskness of those branches of German industry which use the Swedish raw and imperfect product. If the prices of the Swedish iron and steel market did not at first advance, a change took place towards the end of the first half of the year, chiefly because the stock on hand sold quickly. The cause of this increase in price for iron and steel is to be found in the fact that the price of charcoal increased in a manner not previously known. It continued to grow scarcer, because during the last decade there have been established in Sweden and Finland numerous pulp factories which use a considerable quantity of wood, and better prices are thus obtained for the raw material than from charcoal-burning. A further cause of the higher prices is to be found in the increase of wages paid for labour, which has been going on for years, sometimes even at the rate of 50 per cent.

Iron ore.

The total import of Swedish iron ores in Germany has reached during this year, the important amount of 1,350,000 tons. The explanation of this great import is attributable to the German iron industry preferring the Swedish ores, because they are so rich in iron. The chief places of consumption being situated in Upper

Silesia and on the Rhine, naturally make importation through Stettin, Emden, Amsterdam, and Rotterdam necessary. For Lübeck there only remains the small consumption of Middle Germany and Bohemia. In the future, however, through the Elbe-Trave Canal and the intended deepening of the Trave there will be a much wider field opened to Lübeck.

The wine trade of this place, both to the north and interior of **Wine.** Germany, as well as abroad, is very important, and occupies many merchants and much labour. The harvest of last year in the German wine-growing districts was more productive than in the previous year, and consisted partly of an ordinary quality and partly of an excellent quality.

A considerable trade was done in spirits in this town. **Spirits.** Business connections with the north have, however, in spite of the previously-mentioned difficulties, taken a more satisfactory form than in the previous year. If the wine trade succeeded in overcoming this reaction, it is a proof of the solidity and soundness of its business principles. The attempts of a ring of distillers, under the name of "Centre for the Utilisation of Spirits," to monopolise the trade in spirits and to force higher prices, caused much derangement in the usual business transactions in Lübeck. The "Centre" was founded on October 1 of last year, and its efforts have been generally disapproved of. It is to be hoped that they will be made ineffective in the future by the power of circumstances.

The commercial condition of Lübeck during the past year **Industries.** leads to the conclusion that its wholesale trade is rapidly developing. There has been in several works a considerable addition to the working apparatus. It was often necessary to work day and night with double gangs. The total number of workmen has, therefore, received a considerable increase. The existence of a strong and healthy industry has become in all the seaports one of the fundamental causes of prosperity.

The brisk activity in trade and navigation brought the ship- **Shipbuilding.** builders of this town such numerous orders that expectations were exceeded. The shipbuilding yard of Henry Koch, in this place, has contributed eight complete ships, capable of carrying 12,110 tons cargo, and one smaller vessel. In addition, many other important contracts have been made, amongst which are six freight steamers capable of carrying 10,395 tons.

The works belonging to the machine building and iron foundry **Machinery,** report an extraordinarily favourable business progress. The sale **&c.** of machinery for mills, the making of which is carried on by one factory and foundry as a speciality, has considerably extended, particularly for Russia.

The manufacture of brick-kiln machinery has benefited by the circumstance that in this neighbourhood several new brick-kilns were erected, and others enlarged.

The building of steam-engines experienced a considerable increase. In our largest machine factory, which enjoys the reputation of being the first in dredger-building, a great many new

arrangements have had to be made in order to satisfy the extra demands. This factory was so occupied in completing 12 lifts and five floating dredgers that many other orders had to be postponed. Another factory that chiefly makes ships' steam-winchies has found great sales both at home and abroad. The manufacture of beer-engines, &c., has extended, as the consumption of beer is increasing.

Tin-packing. From the interior and from the north the demand for tin-packings was very lively, but the Transatlantic export suffered from the numerous crises in South America. The manufacture was brisk and continuous, and the demand so great that an enlargement of the workshops had to be undertaken, yet the increase of the raw material causes some fear.

Planing mills. The planing mills of Lübeck were busily employed during the whole year.

Preserve factories. The preserve factories report an extended sale in the interior, but the export suffered from the troubles in Middle and South America.

Brick-making. The brick-making business was normal. The mild winter permitted building to be continued during the months in which it usually stops, in consequence of which the stock in the spring was small.

Fish-smoking. The fish-smokers achieved satisfactory results last year, for the fishing of Swedish herrings was satisfactory from the beginning of December till the beginning of March.

In March the herring fishing in Norway was good, and brought a considerable import to Lübeck. Denmark brought great quantities here during March and April, and from the middle of August till the autumn a fair number came from England.

Fish-curing. The fish-curing trade has prospered very well, particularly during the warm months, for the transit of smoked fish by passenger train at goods train prices proved very advantageous.

Agriculture. The corn business proceeded during the past year without much fluctuation in prices. In consequence of the good harvest in the home country the last two years, a larger import from abroad was not pressing; there were, on the contrary, considerable quantities of wheat from the interior sent abroad. Unfortunately, the harvest in Russia in 1898 was very small. The prices on this account remained high and made the purchases of former years, for the use of this town, impossible. The wheat business was chiefly governed by America, whose capacity for produce increases with enormous strides. Rye was brought from Russia only shortly before the harvest. Whether a better trade will be possible in the winter is still doubtful. It will depend upon the length of time the supply from the country lasts. The same applies to oats. Barley was rather steadily brought from abroad for fodder. The business in oil seeds was satisfactory. In consequence of the drought in India and the prospect of a bad harvest there, German oil-seeds were greatly in demand at the beginning of the year, and a slight advance in price was easily obtained. Peas were greatly in demand at the commencement

of the year, so that the prices for the stock in hand ran up; at times there was a supply from Russia, but the quality was not very useable and the demand for good cooking peas could hardly be satisfied. The prices of green peas were at first rather high, but did not hold long, for in Russia, as well as in this neighbourhood, good cooking green peas were plentifully gathered. The prices in this place remained during the first month fairly stable, till a relapse occurred through Russia's great supplies. From France there were no supplies. North America and Canada were also very reserved with their supplies, so that we were forced to depend upon North and South Russia.

The imports at Lübeck by sea were in 1899 the following :— Imports of grain.

| | | | | From German Ports. | From Russian Ports. | From Danish Ports. |
|--------|----|----|----|-----------------------|------------------------|-----------------------|
| | | | | Tons.* | Tons.* | Tons.* |
| Wheat | .. | .. | .. | 628 | 1,947 | 30 |
| Rye | .. | .. | .. | 1,006 | 1,545 | 1 |
| Oats | .. | .. | .. | 4,938 | 900 | 7 |
| Barley | .. | .. | .. | 1,950 | 3,808 | 2,505 |
| Pease | .. | .. | .. | 4,853 | 2,143 | .. |
| Total | .. | .. | .. | 13,870 | 10,338 | 2,543 |

* Tons of 20 cwts.

AVERAGE Prices for Corn from the Neighbourhood.

Prices of grain.

| | | | | | | Per 2 Cwts. |
|--------|----|----|----|----|----|-------------|
| | | | | | | s. d. |
| Wheat | .. | .. | .. | .. | .. | 15 2½ |
| Rye | .. | .. | .. | .. | .. | 14 4 |
| Barley | .. | .. | .. | .. | .. | 14 6 |
| Oats | .. | .. | .. | .. | .. | 14 3 |

TAR.

Tar and pitch

| | | | | Quantity. | |
|--------------------------|----|----|----|-----------|---------------|
| | | | | Barrels. | Half-barrels. |
| Stock on January 1, 1899 | .. | .. | .. | 16,098 | 10,227 |
| Imports in 1899.. | .. | .. | .. | 20,574 | 6,210 |
| Exports " .. | .. | .. | .. | 21,966 | 11,000 |
| Stock on January 1, 1900 | .. | .. | .. | 14,704 | 5,437 |

The import consisted, as usual, mostly of tar from the ports of Finland; in addition must be mentioned about 800 barrels from Archangel, and 1,600 barrels and 650 half-barrels from Haparanda, as well as some 100 barrels of so-called Polish tar from German Coal and coke.

and Russian Baltic ports. Similarly, as in 1898, the value of the article was maintained in 1899, being worth from 3s. to 4s. more per barrel at the end than at the beginning of the year.

This was in consequence of the continued small production in Finland not being able to keep pace with the requirements. In the middle of March there was paid for thin Swedish and Finnish tar 24s. 6d. per barrel, and 26s. to 27s. per two half barrels; for thick tar 22s. per barrel and 24s. per two half barrels. In the middle of December 27s. to 29s. per barrel for thin, and 25s. to 26s. 6d. for thick tar. It seems that, as in the spring of 1899, a lively trade is likely to take place in the coming spring, in spite of the high prices, as many other lands seem to be insufficiently provided.

PITCH.

| | | Quantity. | |
|--------------------------|----|-----------|---------------|
| | | Barrels. | Half-barrels. |
| Stock on January 1, 1899 | .. | 463 | 275 |
| Imports in 1899.. | .. | 1,019 | 336 |
| Exports " | .. | 891 | 365 |
| Stock on January 1, 1900 | .. | 591 | 246 |

The chief supply came from Wasa, but some came from Uleaborg. In addition to what came from these two Finnish towns, about 100 barrels came from Archangel. The prices accord with those of tar and have continuously risen in the course of the year. It was paid on March 16, 1l. 13s. to 1l. 14s. per barrel; 1l. 14s. to 1l. 15s. per 2 half barrels; on December 14, 1l. 17s. 6d. per barrel; and 1l. 18s. 6d. to 1l. 19s. 6d. per 2 half barrels. The sale here declined, chiefly because the consumers resorted to pitch from Archangel, which was cheaper than that from Finland; the former place being also more favourably situated, the tradesmen of Lübeck at times landed their supplies from Archangel in Hamburg and dispatched them from there farther.

The import of coal and coke from England and Scotland amounted to:—

| Year. | | | | | Quantity. | |
|-------|----|----|----|----|-----------|-------|
| | | | | | Coal. | Coke. |
| | | | | | Tons. | Tons. |
| 1899 | :: | :: | :: | :: | 95,496 | 866 |
| 1898 | :: | :: | :: | :: | 86,860 | 7,077 |

The purchase prices at the beginning of the year were as follows:—

| | Per Ton, f.o.b. | | | |
|---------------------|-----------------|----|-----|----|
| | From— | | To— | |
| | s. | d. | s. | d. |
| English coals | 10 | 0 | 11 | 0 |
| Scottish „ | 8 | 0 | 9 | 0 |
| Gas coke | 16 | 0 | 16 | 0 |

The prices of coal showed a rising tendency in April, and in the autumn months particularly high prices were paid. Freight was at first 5s. 6d. to 6s., but rose in the second half of the year to 7s. 6d.

From Westphalia the imports were 83,000 tons, against 99,000 tons in the previous year. The purchase prices were 1s. per ton higher than in 1898.

The wood trade in 1899 commenced with a stock about equal to that of 1898. At first the sale was sluggish, for it was difficult, on account of the high rate of discount, to obtain money for building purposes by mortgages on houses. But the wood prices remained high, so that the timber yards were nearly sold out when the new importations commenced. Business continued equally brisk both in summer and autumn. There were six cargoes of pitch-pine brought to Lübeck last year, of which five were for use here and one for other towns. The trade in this article was lively and profitable.

Planks of the best quality were much sought after, which caused the prices to go up.

Beams, rafters, and laths were in demand and were well paid for. The more extensive supplies were found, but with some difficulty, the deficiency having often to be drawn from Mecklenburg and East Prussia.

The total imports of wood to Lübeck in 1899 by sea amounted to about 94,647 standards of 165 cubic feet, or about 441,952 cubic metres, viz. :—

TABLE showing Total Import of Wood to Lübeck (by Sea) during the Year 1899.

| From— | Sawn Deals, Planks, and Boards. | | Hewn Wood, Beams, and Spars. | | Oak Staves. | | Total. |
|---|---------------------------------|---------------|------------------------------|---------------|-------------|---------------|---------|
| | Standards. | Cubic metres. | Standards. | Cubic metres. | Standards. | Cubic metres. | |
| Russia, Finland .. | 28,102 | 181,222 | 6,650 | 31,052 | .. | .. | 162,274 |
| Sweden .. | 41,554 | 194,084 | 2,367 | 11,000 | .. | 4,380 | 209,464 |
| German Baltic ports .. | 8,282 | 38,678 | .. | .. | .. | .. | 38,678 |
| America .. | 2,600 | 12,141 | .. | .. | .. | .. | 12,141 |
| | 80,538 | 376,120 | 9,017 | 42,052 | 937 | 4,380 | |
| Moreover:— | | | | | | | |
| Sweden (joiner's work, i.e., doors, windows, beading) .. | .. | .. | .. | .. | .. | .. | 2,013 |
| | | | | | | | 9,400 |
| IMPORTS BY RAIL. | | | | | | | |
| Non-European wood, chiefly in transit .. | .. | .. | .. | .. | .. | .. | 3,000 |
| Divers kinds of wood from the interior of Germany, partly sawn timber, partly round wood .. | .. | .. | .. | .. | .. | .. | 7,000 |
| | | | | | | | |
| Total .. | .. | .. | .. | .. | .. | .. | 94,647 |
| | | | | | | | 441,952 |

The business of this place enjoyed a still further advantage from the immoderate demands of the American dock labourers, as well as from the constantly increasing call for knot-free flooring planks, which is only at present to be obtained from pitch-pine.

Selected planks of the lengths most sought after from South Sweden were not offered in very large quantities, and as the demand in wooden goods was also great and firm, it was easy for the exporters to retain their high prices. The trade in Swedish beams became quieter. Rafters and laths from Finland were imported in a manner corresponding to the demand.

The approaching completion of the Elbe-Trave Canal will cause a list of questions to be presented to the Chamber of Commerce in reference to the management of the same. Elbe-Trave Canal.

The solution of these questions has already been prepared in order that they may be met with a decisive judgment. Until now the Chamber of Commerce has only had occasion to express its opinion in certain cases about the taxes of the canal, the settlement of which according to the treaty depends mutually upon Prussia and Lübeck. In reference to the manner in which the towing is to be done it has been resolved by the Senate and Town Council that for the present it shall be carried on by steamers in the employment of the State. With a thorough examination of these and any other questions which may appear in connection with the Elbe-Trave Canal a committee of representatives of the Chamber of Commerce and of the Merchants Company is occupied.

The progress shown by Lübeck's traffic in trade and navigation during this year, and the progress promised in the future, justifies the desire to enlarge the harbour. The continuation of the building of a new quay on the townside of the Trave is, for the present, closed, so that now a massive quay from Holsten Bridge to the drawbridge is at disposal. Extension of harbour.

A new quay was built on the opposite side of the small peninsula formed by the old rampart and new bulwarks at the other end of the harbour towards the sea; the Vorwerk meadows have been laid out in the interests of the timber trade. New quay.

About the building of a dépôt on the projected canal harbour, for the traffic of canal boats, negotiations have been commenced between the interested authorities and the Chamber of Commerce. New dépôt.

The project of erecting an organised factory quarter in connection with the sea-port is much discussed. The fulfilment of this plan would have a profitable effect on the entire public life of Lübeck.

The town possesses many wholesale branches of industry, and offers important advantages for the establishment of modern and judiciously managed plant. Not the slightest of these advantages is the cheap, well-placed land on the banks of the stream. It would, however, be requisite to connect these places by erecting loading and unloading docks, and by the introduction of connecting railway rails so that the traffic could be continuous. If outward difficulties should arise to make it

impossible to carry out the project of a complete factory quarter, yet temporary arrangements must be made to place at least a part of the banks of the stream at the disposal of the industrial settlement. These difficulties are due to insufficient capacity of the railway station, the rebuilding or complete removal of which to an entirely new neighbourhood is urgent. Towards the end of the year a private commission, consisting of members of the Senate and Town Council, was occupied with questions referring to the new railway station project. The decision of this Commission will, it is to be hoped, be of such a nature that present questions will be answered to the satisfaction of all the business circles of the town.

The Merchants' Company granted large sums of money during the year for the building of new sheds (open warehouses only covered by a roof) on the banks of the Trave, as well as for the improvement of existing sheds.

On the embankment of the new quay, above the drawbridge, two large new sheds, especially for Finnish traffic, were built and used last year.

The progress of the work on the quay wall demanded the removal of several sheds, and the building of the canal necessitated the removal and re-building of one large shed.

Towage trade.

In the towage trade the Merchants' Company has to report a considerable improvement. In spite of the high price of coal the financial year closed favourably. A fifth steamer, "Wakenitz," was placed on the Trave, which, as it was an ice-breaker and fitted with a steam fire-engine, was able to be used on the Elbe-Trave Canal as far as the Büssauer Lock.

The temporary lighting of the Trave, which was finished in 1898, has proved very useful. As it is evident that a more extended lighting of the river would add to the interests of navigation, arrangements have been made between the Commissioners of Public Works and the Chamber of Commerce to still further increase the electric lights along the Trave.

HARBURG

Mr. Vice-Consul Renck reports as follows:—

**Deepening of
river at
Harburg.**

The beneficial effect of the dredging operations is the most conspicuous feature of the year, and the deepening of the river made Harburg range as a port fully up to the requirements of modern times. This is clearly demonstrated by the fact that it has of late been practicable to discharge steamers of 4,500 tons cargo at this port, a circumstance which will tend to remove the fears of British owners as to the suitability of the port for tonnage of any size.

**Advantages
offered to
shipping.**

The favourable position of the port, the advantage of low transshipping and storing expenses, coupled with easy port charges on shipping will more than ever contribute to make Harburg a

favourite port for bulk cargoes intended for the interior. These advantages appear to get more generally known in shipping and mercantile circles, imparting a corresponding animation to trade. It is gratifying to record that in direct imports from Great Britain British tonnage aggregates 17,172 tons net register, as against 13,006 tons in 1898. Increase of British ships.

The demand for oilcake from Great Britain exceeded that of last year, a fact which speaks in favour of its good quality and suitability for feeding purposes. The new mill, which was reconstructed after being destroyed by fire, was opened at the beginning of the season and remained in full activity throughout the whole year. The introduction of vessels fitted with auxiliary engines gave a certain impetus to this trade. Oilcake.

A moderate business in potatoes passed during the spring. The greatest consumers were as in the past the London and English Channel markets. During the autumn cheap supplies from the French and Dutch ports debarred Germany from partaking in this trade. Potatoes.

The imports of china clay from the Channel ports were on a level with those of previous years. China clay.

As heretofore, Harburg has held its own as the chief importing place for resin on the Continent. Even Hamburg merchants have laid down stocks at this place. Resin.

No imports of bone ash are on record. This trade has altogether died out, superseded by phosphates from Florida, which are in great demand by the inland farmers. There are important works at Harburg for treating this stuff, and it is expected they will go on increasing, thanks to the facilities afforded as compared with other neighbouring ports. It is a feature worth notice that whereas some years ago the supplies were in the hands of London merchants, during the last 3 to 4 years the works are in direct touch with the miners or possess phosphate grounds themselves. Bone ash.

The Harburg Jute Factory suffered from short supplies of raw material, but nevertheless distributed a good dividend. Jute.

The Harburg-Vienna Indiarubber Factory has opened branch works at Hanover. Their goods find an increasing outlet in the Scandinavian countries, even Denmark proving a great consumer, notwithstanding the great prejudice against German goods. Indiarubber.

Freights have constituted an important source of revenue for British shipping visiting Harburg. The year on the whole proved successful. Freights.

The bridge across the Elbe, which represented a missing link in the communication between Hamburg and Harburg has now been opened to the public, and as it is expected that the electric tram line, now in course of construction, will soon be started, the connection between Hamburg and Harburg will be still further promoted. New bridge over the Elbe.

KIEL.

Mr. Vice-Consul Sartori reports as follows:—

General
increase of
trade.

The trade of Kiel during 1899 has been satisfactory in general, on account of the increased demand for all classes of goods. Kiel, being the most important naval port of Germany, is influenced in particular by the increase of the navy, and its rapid growth is closely connected with the extension of the naval force.

Growth of
town.

The number of inhabitants, which in 1871 was 31,764; 1880, 43,594; 1890, 69,172; has reached 100,000 in the middle of the year 1899 and is steadily increasing. The negotiations with the village of Gaarden, with 12,000 inhabitants, opposite to Kiel, about its union with the town of Kiel, will probably lead to a favourable result. The Germania-Yard, now under the management of the Krupp Works, is removing their machinery establishment from Berlin to Kiel, and will be one of the largest and best-arranged shipbuilding yards when all alterations are concluded.

Shipping.

The port of Kiel was visited by:—

| Year. | | | | | Number of Vessels. | Register Tons. |
|----------------|----|----|----|----|-----------------------|----------------|
| 1899 | .. | .. | .. | .. | 4,295 | 1,627,814 |
| 1898 | .. | .. | .. | .. | 4,047 | 1,558,542 |
| Increase, 1899 | | | | | 248 | 73,772 |

British ships.

Of these were under British flag:—

| Year. | | | | | Number of Vessels. | Register Tons. |
|----------------------------|----|----|----|----|-----------------------|-------------------|
| 1899 | .. | .. | .. | .. | 40 | 27,188 |
| 1898 | .. | .. | .. | .. | 48 | 25,471 |
| Increase or decrease, 1899 | | | | | — 8 | + 1,712 |

The increase of tonnage is principally caused by a steamer of 1,950 tons, which arrived from Pensacola with a cargo of pitch-pine.

Imports and
exports.

The imports and exports carried by these vessels were about 543,000 tons import and 61,650 tons export; the former consist principally of coal, building material, wood and timber, ice, fish, grain, maize, &c.; the latter of flour, foreign wood, coal, ironware, grain, malt, potatoes and fruit, oil and oilcake.

Imports from
Great Britain.

The imports from Great Britain amount to about 40 per cent. of the whole and chiefly consist of coals, of which were imported:—

| Year. | | | | | Quantity. | Value. |
|---------------|----|----|----|----|-----------|---------|
| | | | | | Tons. | £ |
| 1899 | :: | :: | :: | :: | 213,600 | 115,000 |
| 1898 | :: | :: | :: | :: | 201,000 | 80,300 |
| Increase 1899 | | | | | 12,600 | 34,700 |

The increase in quantity is principally due to the above-men-
tioned growth of Kiel and the brisk demand of the industry, Coal trade.
whilst the great difference in value is explained by the much
higher prices that ruled through 1899 and rose from about 10s. 9d.
at the beginning of the year to about 12s. 6d. at the end. The
district in this province, which can be supplied from the Kiel coal-
market with English coal, is only a limited one, as the com-
peting ports Rendsburg, Altona, Neustadt and Eckerfürde are very
near, and on account of the competition of German coal, which
is supported by a favourable tariff on the railway.

The import of coke from England has been about 1,000 tons Coke trade.
at a value of about 400£, but an increase may take place in the
current year, if prices can compete with those of the Kiel Gas
Company, which will have to raise their price for their limited
output.

Slates have been imported from England as follows :—

Slates.

| Year. | | | | | Quantity. | Value. |
|----------------|----|----|----|----|-----------|--------|
| | | | | | Tons. | £ |
| 1898 | :: | :: | :: | :: | 1,250 | 6,250 |
| 1899 | :: | :: | :: | :: | 760 | 3,800 |
| Decrease, 1899 | | | | | 490 | 2,450 |

The decrease is due to a diminution in the building of houses.

Besides these articles 610 tons of pig-iron were imported from Pig-iron.
England with an approximate value of 1,400£.

The freights to Kiel in general were good; the rate for coals Freight.
from the Firth of Forth was 6s. in the spring and rose to 7s. 3d.
in the autumn, but went down again to 6s. 9d. at the end of the
year. The freight for wood and timber by sailing vessels from
the Lower Gulf was 20 to 21 marks in the spring; and from the
Upper Gulf 24 marks; but rose to 24 to 25 marks and 28
marks respectively in the autumn.

The small coasting sailing vessels got good rates in general,
viz., from Danish and Sound ports $3\frac{1}{2}$ to $4\frac{1}{2}$ marks per ton,
Norrköping $5\frac{1}{2}$ marks, Gothenburg 5 marks, for grain to Kiel;
barley from Kiel to Danish ports paid about 4 marks per ton.

The regular coasting liners to the neighbouring ports have been Coasting
fairly well employed, whilst the route to Gothenburg had to suffer trade.
from the competition of the Hamburg route, and these steamers

will in future only call at Kiel on their voyage from and to Bremen-Gothenburg. For the regular steamers from the German Baltic ports there was enough cargo generally, but cargo for the return voyage was scarce, so they mostly had to go to Hamburg or another port in the North Sea and complete their cargo at Kiel.

Passenger traffic.

The passenger traffic on the mail route to Korsör-Copenhagen, which is run in the daytime by a German line and at night by a Danish line, has had about the same number of passengers as in 1898, which in reality means a fair increase, as in 1898 thousands of German gymnasts made a voyage to Copenhagen after having held their meeting at Kiel. The increase of traffic, which is yearly shown by this route, proves it to be the most favourite one between the northern towns and the whole of the western part of Europe, a preference which it well deserves, being the most convenient and cheapest route, and furnished with modern steamers, especially for the day service, which runs in connection with the best through-going trains. A good business is expected for 1900 through the increase in the traffic to and from Paris, on account of the exhibition there.

Kiel ships.

The ships owned and registered at Kiel at the beginning of 1900 numbered 101 with 24,399 register tons, of which 86 are steamers and 15 sailing vessels; at the beginning of 1899 these figures were 101 ships with 28,220 register tons, of which 87 were steamers and 14 sailing vessels. During the year one steamer had been lost, eight have been sold, whilst there were added four steamers by new building, and four steamers and one sailing ship by purchase.

Industries—shipbuilding.

The various industries at Kiel have been working satisfactorily; the two great private shipbuilding yards are flourishing, and have orders for some time to come; however, work has been restricted by the scarcity of workmen.

Flour-mill.

Of other industries ought to be mentioned the large flourmill (Baltische Mühle) at Neumühlen opposite to Kiel; however, it has not been working for a considerable part of the year on account of its being rebuilt and renovated, and thus the past year cannot be counted. It will now be able to compete favourably with a production of up to 80,000 tons of flour, which is mostly exported to Hamburg by lighters and to Norway, besides some quantities to German ports principally in the Baltic, and on the Rhine.

Fish smoking.

The smoked-fish industry, situated at Ellerbeck, opposite to Kiel, has been well employed in general, and large quantities of sprats (Kieler Sprotten) and herrings were sent away by rail to all parts of Germany.

"Kaiser Wilhelm Canal."

The traffic through the Kaiser Wilhelm Canal has further increased in the past year, and there is every reason to believe that the increase will be at least the same in 1900; the further increase of the receipts will probably rise to a sum which may soon balance the expenses, and thus offer a prospect of a small interest. The traffic passing through the whole length

of the canal and the amount of dues paid is given in the following figures :—

TRAFFIC through the "Kaiser Wilhelm Canal."

British ships
in canal.

| Year. | Number of Vessels. | Register Tons. | Dues. |
|-------------------|-----------------------|----------------------|----------------------|
| | | | Marks. |
| 1899 | 26,524 | 3,451,273 | 1,787,399 |
| 1898 | 25,224 | 3,099,011 | 1,535,607 |
| Increase, 1899 .. | 1,300 | 442,262 (14.70 %) | 251,792 (16.39 %) |

TRAFFIC of British Flag through the Kaiser Wilhelm Canal.

| Year. | | Number of Vessels. | Register Tons. | Total Number of Vessels. | Total Register Tons. | Per Cent of Through Traffic. |
|------------------------------------|-----------|-----------------------|-------------------|--------------------------------|----------------------------|------------------------------------|
| 1899 ... | Steam ... | 497 | 344,127 | 534 | 350,383 | 10.15 |
| | Sail ... | 37 | 6,256 | | | |
| 1898 ... | Steam ... | 397 | 258,847 | 436 | 281,903 | 8.49 |
| | Sail ... | 39 | 3,066 | | | |
| Increase or decrease in 1899 | Steam ... | + 100 | + 85,280 | + 98 | + 88,480 (23.78%) | + 1.66 |
| | Sail ... | - 2 | + 3,200 | | | |

The number of British ships, viz., only 10 per cent. of the whole through traffic, and their share in the increase, viz., only 1.66 per cent., is rather small, but the increase in the British flag, of 34 per cent., is a proof that British owners begin to find it more advantageous to pass the canal instead of going round the Skaw; it certainly would be to their benefit to make much more use of the canal and its advantages, for this route saves time and also keeps the ships in safe and smooth waters, where a quick and certain progress can be made at any time. The Canal Board intends to provide ships, if wanted, with men who are thoroughly acquainted with the peculiarities of the passage and will thus add to the safety of the vessels; a small amount, viz., 30 marks will be payable for the two men required. The tariff of canal dues will be drawn up by the Bundesrath for three years until 1902 and it will probably not be altered, as the present tariff gives full satisfaction. Kiel is only half-an-hour's steaming from Holtenau (the Baltic entrance to the canal), in fact, Kiel town adjoins the canal, and is well situated as a port for distributing cargoes to their destination in the Baltic; steamers now coming from Hamburg frequently call at Kiel to take in part cargoes for their destination or discharge part cargoes when westward bound. The intention of providing Kiel with the facilities of a modern port for quickly discharging and loading, as well as with ample room for storing, which were put forward by some prominent inhabitants, have not been carried

out yet on account of the Town Council refusing its consent. But it certainly would place the port of Kiel in a most prominent position, for it is easier of access and cheaper than Hamburg for reloading the goods destined for, or coming from, the Baltic. The canal projected to connect Kiel with the Elbe-Trave Canal would further increase the advantages of the port of Kiel. At present Kiel is often used for calling for orders, or bunkering steamers which are bound through the canal.

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REPORT FOR THE YEAR 1899

ON THE

TRADE AND INDUSTRY IN THE GRAND
DUCHY OF BADEN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2272.

*Presented to both Houses of Parliament by Command of Her Majesty,
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*Report on Trade and Industry in the Grand Duchy of Baden for
the Year 1899*

By MR. CONSUL LADENBURG.

(Received at Foreign Office, May 21, 1900.)

The industrial revival that began in 1894 made still further progress in 1899, especially in Baden. Whether its height has been reached is, of course, impossible to say; there is nothing apparently in the situation to excite apprehension, yet warnings are not wanting of the inevitable ebb that must sooner or later take place. General remarks.

The Mannheim Chamber of Commerce in its last report ascribes the present prosperity of German commerce largely to the security and stability acquired by the trade treaties, and no doubt with perfect justice. But those treaties terminate in the next few years, and the conditions in Germany render their renewal or prolongation somewhat problematical. Advantageous as the existing agreements have shown themselves to German trade and industry, manufacturers, now further strengthened by trust and syndicate organisations which, while giving them full command over the home market, enable them to place their goods on most favourable conditions of cost of production and price in other countries, themselves demand and require that the trade treaties shall be amended so as to facilitate still further the conquest of foreign markets by German goods. On the other hand, the powerful agrarian interest has obtained from the Government the undertaking that in future trade treaties yet greater protection shall be given to all agricultural products. This must further enhance wages and the cost of production in Germany, and also render the negotiation of commercial agreements with her immediate neighbours, themselves mainly agricultural states, yet more difficult. The rapidly increasing wealth of Germany, estimated at 2,500,000,000 to 3,000,000,000 marks yearly (125,000,000% to 150,000,000%), certainly favours the progress of trade and industry. Though of itself not so very considerable for a population of 55,000,000, yet this seems likely to be somewhat neutralised by the overwhelming tendency to protectionism.

A leading feature of the year 1899, the inability of the production of coal and iron to meet the demands of industry, was coupled with a general scarcity of money such as had not been known in Germany for the last 30 years. This is hardly expressed by the rate of discount of the Reichsbank, which on January 1 stood at 6 per cent., fell in May to 4 per cent., and rose again in December to 7 per cent.; the average rate, however, was a little under 1 per cent. higher than in the previous year, and apparently fails to explain a real deficiency in the supply of money which unquestionably tended to check enterprise, and must have made itself severely felt in the rates of profit of the commercial world in general. The scarcity which had more effect perhaps on the stock exchanges than in industrial circles is ascribed partly to the expansion of trade and industry, especially electrical works; partly to dearth of money in America, and above all in Russia where it assumed alarming proportions; and lastly to the great demand in England. On the whole, however, the German banks did a fair business in 1899. According to the *Frankfurt Zeitung*, 40 of the leading banks with a capital of 81,230,000*l.* and reserves of 17,660,000*l.* paid an average dividend of 8.36 per cent. The deposits held by these banks amounted to not more than 35,620,000*l.* As characteristic of the ruling tendency, it may be mentioned that the Baden, like the other State banks, were by a new law in 1899 allowed to issue notes for a further 10 years solely on condition of subordinating themselves to the Central Reichsbank by not discounting lower than the Reichsbank whenever its rate reaches or exceeds 4 per cent. Moreover, by undertaking not to discount more than a quarter per cent. below the official rate, or in case the Reichsbank does so itself, not more than $\frac{1}{2}$ per cent. below such unofficial rate. Despite all efforts on the part of the banks of Baden, Saxony, Wurtemberg, Hesse, and Frankfurt, and the local commercial organs, but little modification could be effected in the Draconic provisions of the law. How it will work remains to be seen.

Corn trade.

Business in corn was throughout the year unsatisfactory and unremunerative. This applies especially to wheat for which Mannheim is the chief market of South Germany and Switzerland. The price of wheat in 1899 was almost always on the decline. It rose, indeed, momentarily in June and July on bad harvest reports from Roumania and Russia, and particularly from India, and then again in August and September; but such brief stimulants were quite unable to give the market any real and permanent improvement. The excellence of the German wheat harvest paralysed all rise in price. Moreover, the large French crop, the considerable stocks held by the United States, the expectation that the Argentine Republic would again produce largely together with the abundant Australian harvest, all these features combined to indicate almost a glut in supplies, and to render our market lifeless and torpid. A slight revival took place towards the end of the year, but owing to high rates of freight and dear money sales remained very limited. For 1900 prospects at least

are somewhat better. The German wheat harvest in 1899 was very satisfactory, and the yield particularly in South Germany and Bavaria was excellent both in point of quality and quantity, and superior even to that of the previous year. It is, however, observable that even in North Germany the average wheat crop was but $1\frac{1}{2}$ quarters per acre, a yield that compares unfavourably with that of other countries, and suggests that notwithstanding difficulties of soil and climate, with higher culture, Germany will be able to obtain a better average production of the chief bread corn. The highest price of wheat, 2*l.* 6*s.* 10*d.*, was in January, the lowest, 2*l.* 3*s.* 2*d.*, in December.

Transactions in rye were throughout very small, and much below the average. The demand was covered chiefly by the South German crop, but some small supplies were received via Rotterdam from Russia and North Germany. The highest price in the Mannheim market 2*l.* 3*s.* 1*d.* was reached in January, the lowest 1*l.* 19*s.* 6*d.* in July.

The German barley crop, especially the Palatinate, was a good average. Business was quiet, and malsters and breweries were able to cover their requirements under abundant supplies, home and foreign. As usual the Palatinate growth commanded a strong preference on the Middle and Lower Rhine, but could not compete with the Hungarian in Switzerland. Maltsters did fairly well, but the new crop, although abundant and well harvested, suffered by the excessive heat that occasioned premature ripening of the grain with consequent deficiency of starch and great excess of gluten. The highest price paid was 1*l.* 12*s.* in June, the lowest 1*l.* 10*s.* 6*d.* in December.

For oats prices were almost stationary throughout the year. The Russian and American crops were both very good, as well as the German. Bavaria and Wurtemberg, usually large and regular buyers in the Mannheim market, had such an abundant yield in 1899 that not only were they able to cover their own requirements but also to compete with us. The highest price 1*l.* 4*s.* 10*d.* was reached in May, the lowest 1*l.* 2*s.* 6*d.* in September.

The milling industry worked as usual under rather unfavourable conditions. The small old-fashioned country mills necessarily compete under heavy disadvantages with the extensive Mannheim mills; these however in 1899 themselves found business not very remunerative.

Experience has shown repeatedly that in point of quantity **Hops.** even a medium pick of hops fully suffices for the world's requirements, and German hop growers have been strongly cautioned against enlarging their plant. In the first half of the year the market was inactive, prices showed little or no variation, and stocks were almost cleared. The young plants had to struggle against cold wet weather, followed in July by tropical heat. Serious apprehensions were entertained until the rains in August brought about a great improvement, and it then became evident

• that a heavy medium crop was to be expected. In point of fact

Germany had a pick of over 100,000 cwts. more than in the previous year. With the exception of Russia, other countries especially Bohemia and the rest of the Austro-Hungarian lands had also a very abundant pick. As far as Germany and Austria were concerned the quality too was good, although the colour was deficient. In face of the English pick, and the considerable growth of hops in America, the prospects for exportation were decidedly small and lower prices were evidently impending. Our growers were naturally reluctant to accept such view of the position, but Bohemia with its own very large pick had not a moment's doubt, and taking the lead placed the great part of its production in a few weeks at 4*l.* to 6*l.* 5*s.* per cwt. Our planters were of course unable to resist such pressure, and business soon grew active, even damp goods fetching 4*l.* to 5*l.*, at which rates the growth was disposed of by October. Wurtemberg marks realised 3*l.* to 4*l.* 10*s.*; Elsass 2*l.* 10*s.* to 4*l.*, while superior Bavarian kinds commanded 5*l.* to 7*l.* 10*s.* Stimulated by the low prices brewers bought freely even beyond their yearly requirement. The area planted in 1899 was about 10 per cent. larger. England took hardly any German hops during the year. Exporters, however, are sanguine that with the production of lager beer English breweries will have no choice but to buy German hops, for the superior qualities of which German brewers themselves are becoming ever keener customers. Be that as it may, it is noticed that even first-class Bavarian marks are growing neglected in favour of Bohemian hops owing to greater care in picking and sorting.

Tobacco.

The area planted with tobacco in Germany has steadily diminished during the last few years, *i.e.*, from 22,076 hectares in 1896 to 14,643 hectares in 1899. This is due to a variety of causes, chiefly, however, to the inability of the German growth in spite of protection to compete with cheap exotic tobaccos, particularly Java kinds. Moreover, the rising cost of labour banishes tobacco growing from the neighbourhood of towns, and induces the peasants to prefer planting sugar beet which does not involve so much care and attention. The total area planted with tobacco in 1899 was the smallest for 20 years. The prices realised for the 1898 growth were for wrappers, 2*l.* 6*s.* to 2*l.* 10*s.* per cwt.; wrappers and fillers, 2*l.* to 2*l.* 4*s.* per cwt.; and for fillers, 1*l.* 12*s.* to 1*l.* 18*s.* per cwt. The tobacco turned out to be but of medium quality, so that manufacturers were very reluctant to make use of the leaf. Of foreign Governments only the French took a large quantity of Alsatian growth. The 1899 crop was a third smaller in quantity, and the peasants were able to dispose of it rapidly at fair prices. A new kind of chemical manure for tobacco has been recently introduced in Elsass, and, it is said, with very favourable results both as regards quality and quantity. Accordingly one begins to hear now and then of "Martellin" tobacco. It is to be hoped that the anticipation entertained will be realised, since as things are the cultivation of tobacco in Germany tends to become extinct. The 1898 German tobacco was the worst for 10

years past, and the public in general being now able and willing to pay a higher price for cigars, dealers find manufacturers critical and difficult to please. Business all round was unprofitable in 1899 owing to the general fall in prices. England having still old stocks took very little Palatinate tobacco. Java and Sumatra had large crops, but offered few lots of really good quality. The greater part of the leaf was unripe, dark, heavy, and of bad flavour. Domingo sent a very damp and strong tobacco; Cuba a small quantity hardly deserving the title Havannah leaf, yet commanding high prices. Mexico also sent but little, and the highly prized San Andres mark was missing altogether.

After many efforts and prolonged negotiations the distillers ^{Spirits.} and refiners of alcohol in Germany have at last succeeded in forming a syndicate which by reason of its dimensions and importance excites much interest. The trust purposes to regulate the production and price of alcohol on a rational basis, that is, neither price nor production is to be excessive, but alike conformable to the interests of consumers and producers. The trust has so far succeeded in its object, that the price has been raised to home consumers if not to exporters. Alcohol being, however, largely consumed in arts and manufactures there is of course complaint, and it is asserted that over and above the 60,000,000 marks Government premium, the syndicate, *i.e.*, some 30 refiners and 4,000 distillers, exact now almost as much besides from the public. This may or may not be the case, but whether in face of highly remunerative conditions the syndicate will be able to limit production remains to be seen.

The consumption of beer being very good the large breweries ^{Beer} did well in 1899, malt and hops being plentiful and cheap; the small brewers, however, who cannot afford the costly plant for artificial ice were often obliged to stop operations altogether.

The vintage in 1899 promised well in every respect both ^{Vintage.} as regards quality and quantity, and again turned out a failure as in so many preceding years. The chief ripening month, September, proved cool and rainy, and though October was warm, the grapes did not sweeten thoroughly; the juice fermented well, but the wine was on the whole but of medium quality. The growth of population and general prosperity favours the demand for native wine, and taking into account the deficiency in supply, it seems probable that the complaints of a large clandestine manufacture are not without foundation.

Though marked by intervals of severe depression business in ^{Coffee and tea.} coffee was on the whole satisfactory. Owing to the large Brazilian production prices in comparison to former years are still very low, and though the taste for tea in Germany is steadily extending, coffee still remains the popular beverage.

In the building trade and all its branches there was even ^{Building trade.} greater activity than in previous years. So rapid is the growth of population, and so strong the tide of migration from the country and small towns that in Mannheim as in all the other cities a great dearth of houses prevails. The price of building land

increases enormously, and the cities grow unpleasantly crowded. The well-to-do classes begin to take refuge in suburban villas, but the middle and above all the poorer classes are hard put to it for house-room. In the neighbourhood of the cities the eye is everywhere forcibly struck by the multitude of new factories, streets, suburbs, canals and railways. Add the extraordinary activity of the municipalities in constructing public edifices of all kinds, waterworks, gasworks, electrical works, and tramways. Germany seems to be making preparation for a population double or treble as large as the present.

Coal.

The great deficiency in the supply of coal in 1899 was caused not so much by demand for household consumption, the winter having been very mild, as by the great requirement for industrial purposes coupled with a considerable exportation of fuel, and the inability of the mines and railways to meet the emergency. The price of coal rose in some cases as much as 40 per cent. and more. English coal which in ordinary years is consumed almost exclusively in the north and west penetrated in 1899 far into the centre and south of Germany. So great was the scarcity that in the Rhine countries the import of fuel even from Bohemia was found profitable in spite of the distance and a freight of 7 $\frac{1}{2}$ per truck or three times as much as is paid in ordinary times in Mannheim for Ruhr coal, while owing to deficiency of water in the Rhine the cost of English coal via Dutch ports became doubled. By reason of higher rates of labour and other causes, the price of fuel in Germany seems likely to be permanently dearer, and therewith the cost of transport in general.

Petroleum.

According to the report of a Mannheim firm, the consumption of Russian petroleum is increasing, the import having reached 69,078 tons in the first 10 months of 1899, against only 31,036 tons in the same period of the previous year. This growth is ascribed to an improvement in the quality of the Russian article, and the strict control now exercised by the Russian Government.

Paper.

The large local wood-pulp factory remarks that the German pulp factories find competition with Scandinavia, the United States and Canada rather difficult, especially in unbleached descriptions. Canada in particular enjoys much greater advantages in timber and water-power, and that in an increasing degree, while in Germany higher rates have to be paid alike for raw material, coal, and labour. In spite, therefore, of the enormous demand for pulp no improvement in price was possible except for superior marks.

Leather.

As in almost all other branches of industry, leather manufacturers also complain that they have to pay more for labour and material, so that notwithstanding active trade their profits were sharply cut down.

Timber.

The Mannheim timber merchants, and the saw and planing mills report a bad year in 1899. The Mannheim market is referred more and more for supplies to Baden and Wurtemberg where the prices in the forests were exorbitant. Competition, therefore, with the forests of Eastern Europe, where timber is so

much cheaper as to admit of transport over great distances, was very difficult, and prices accordingly very low and unremunerative. Manipulation of railway tariffs prevails not only in Germany but also in Austria, so that the sawmills of the Bukowina and Transylvania were able to place their production in the markets of South Germany, while Russian and Galician timber also competed on the Rhine viâ Rotterdam. Dearthness of money in the second half of the year impeded building speculation, stocks of all descriptions accumulated, freights rose, and business never remunerative could eventually only be effected at heavy loss.

In 1899 the large textile industry, especially of South Baden, ^{Textile industry.} was, on the whole, fully employed, and did a good business. Some branches indeed were not so favourably situated, and a principal factory in the tricot-yarn and cotton velvet line reports as follows:—The year 1899 was not prosperous to our branch. Yarn prices fell steadily in anticipation of the fall in cotton, and reached a point that completely excluded all possibility of profit. Cotton velvets, on the other hand, neglected and out of fashion fell uninterruptedly in price, so that even superior qualities left hardly any margin, and inferior marks could be placed only at a loss. The rise in the cotton market in the last quarter of the year had at least the merit of arresting the fall in prices. In yarns, indeed, some improvement in quotations could be effected though without reaching the higher cost of raw material. Velvets, on the other hand, notwithstanding dearer yarn, failed to command any advance whatever.

However much industrial concerns in general suffered by the scarcity and high price of fuel, not only the mining companies and syndicates, but the railways and shipowners profited largely by the conjuncture, while the metal trades, especially iron-works, enjoyed a very favourable year in 1899. ^{Metal industry.} Prices rose all round, and even considerably, yet so far from being checked the demand could hardly be met, and in some departments, notably the rolling mills, the whole production was at the end of the year fully taken up for the first quarter of 1901. Similar conditions prevailed in other branches, and terms of six to eight months for delivery were nothing unusual. Of course, the danger of such sudden development in cost of materials by checking industry was not to be ignored, and syndicates did their utmost to keep prices within moderate limits, but as prospects stood without much success. For many classes of goods the rise was upwards of 100 per cent. The average rise of prices in the metal trades may be taken at about 30 per cent.

The pharmaceutical chemistry business was active and profitable. ^{Chemical industry.} The number of new medical remedies in Germany grows indeed overwhelming, there are far more remedies than maladies, and though most of these specifics live only as long as advertised, and then vanish, they are replaced by others in endless number. The German soda industry continues in a distressed condition aggravated by higher cost of fuel, and with prices lower even than before the formation of the syndicate. It

demands energetic protection against foreign competition. Superphosphate and other artificial manure makers did fairly well, and so also the acid works; sulphuric and muriatic acid were in good demand. Coal tar benefited by the increasing production of briquettes. Mineral oils and grease were in good demand for France and Belgium. Benzole was rather neglected but maintained its position, as also toluole and naphthole. Naphthaline, especially crude naphthaline, was rather scarce and much inquired for by colour factories. Aniline colour factories suffered by the condition of the United States market, which is assumed to indicate a permanent loss of custom. For although the establishment of German colour factories in America is spoken of, indeed, in some cases it is said to be already carried out, the blow to German industry may not thereby be parried, but the contrary.

Black Forest
industries.

A leading firm in the Black Forest industries reports as follows:—"The trade in our productions to Great Britain and Ireland during the past year may be described as favourable. There was a considerable increase in the amount of the sales, as also to other countries. It is, however, impossible to boast much of the result. Transactions were but little remunerative, the continual rise in cost of raw materials, as brass, iron, zinc, and wood, could but partly be covered by higher prices for goods. Prices, indeed, are nowise in proportion to the 40 to 50 per cent. dearer raw materials. To this must be added the rise in wages from year to year, together with shorter hours of labour. Lastly, competition grows ever keener, throws itself ever more eagerly upon the English market, and accordingly makes sales ever less profitable."

Labour
market.

According to an inquiry instituted by the Mannheim Chamber of Commerce, the price of labour is slowly but steadily rising. In most cases the rise did not exceed 10 per cent., but there was no reduction. The demand for labour was good and the number of hands employed multiplied considerably. Breaches of contract and strikes were alike infrequent. There were complaints of deficiency of skilled but also of unskilled labour. In face of the rapid growth of population, the large and apparently increasing employment of Italian and other foreign labour in Germany is somewhat remarkable.

Rhine
navigation.

The Rhine navigation was open uninterruptedly almost the whole year, the traffic on the river enormous, and freights in general satisfactory. In December, however, the Rhine fell to the lowest point of the century.

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GERMANY.

REPORT FOR THE YEAR 1899

ON THE

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DISTRICT OF FRANKFORT-ON-MAIN.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2312.

*Presented to both Houses of Parliament by Command of Her Majesty,
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NOTE.—The quantity of Germany's imports and exports are published during the first half of the following year, but the values only in the year after, so that only the data for 1898 can be given, and not for 1899 as yet. Quantities understood to be meter centners = 100 kilos.; 1 kilo. = 2·2 lbs. avoird.; 1,000 kilos. = 1 metric ton; 1 hectare = 2·471 acres; 1 metre = 3·28 feet; 1 kilom. = 0·621 of a mile; 1 mark = 1s.

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*Report on the Trade and Commerce of the Consular District of
Frankfort-on-Main for the Year 1899*

By CONSUL-GENERAL SIR CHARLES OPPENHEIMER.

(Received at Foreign Office, June 22, 1900.)

The report on the commercial situation in Germany for last year may be considered a supplement to my report for the year 1898. What was said about that year can be applied equally to the year 1899 with the difference that all the brilliant features of the year 1898 have further developed. The economic depression, which prevailed during the beginning of the nineties, was followed by a slow improvement, which set in in 1895 and continued until it reached its height in 1899; it is the best business year of the century, and at its close the commercial position was so excellent that signs of any threatening retrogression are nowhere to be seen. Quite the contrary! The most important industries have orders for a long time ahead. The increased traffic demands new purchases of rolling (railway) stock and an increase in the existing railways; the electric industry with which (at least so far as Germany is concerned) the improvement commenced in 1895, has still great tasks before it, and now large orders for the army and navy are already in prospect. The quick pace at which the German navy is now to be increased is exercising a very strengthening influence on industrial prospects. The only serious phase, which occurred at the end of the year through the raising of the bank rate of exchange to 7 per cent. and 8 per cent. for advances, and by which some influence on the further development of trade might have been feared, was changed by the beginning of the new year. Thus there only remains as a shadow on the brilliant picture of the constant commercial rise during the last five years, the natural consequences of the constantly increased demand, the increasing want of coal and iron, which, however, is no less being felt in other countries. It is evident that all branches of industry could not develop with equal brilliancy; it was, however, only the bicycle industry that suffered during the last year anything similar to a crisis owing to over-production, whereas others were carried along by the general high tide.

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**General
advance in
prices.**

Together with the scarcity of materials the general advance in prices is perhaps the point which was most noticeable economically. The increased demand in the first place influenced the prices of raw material. Years elapsed before manufacturers were in a position to raise the prices of finished goods in accordance with the high price of raw materials. Competition, notwithstanding the great demand, was very strong and did not permit of single manufacturers raising the prices for themselves. Here the example of various rings and syndicates exercised a strong influence, for the industries which were bound by rings were soon in a position, owing to the flourishing state of business, to regulate prices according to their desires.

**Increase of
rings.**

The consequence was a very lively movement in the direction of the unions of contractors. In no previous year were as many rings formed in Germany as during 1899, and all of them endeavoured to raise prices at once. Already in 1896 the number of contractors' rings was estimated at 350 in round numbers; there are no statistics on the subject; however, at present an estimate of 500 to 550 would hardly be too high. In no other country probably is their number and influence on the industrial and the market conditions greater than in Germany, where their formation is so much favoured by the protective tariff. Whether, indeed, they will be able to fill the rôle, which they assume in times when business is slack, of regulating the production, and when together with retrograding prices and want of demand competition assumes gigantic dimensions, is yet to be seen, but one may be sure that a large number of such rings, which have only been formed for the purpose of increasing prices, will then be dissolved. With regard to the conditions of competition on the world's market, this development becomes a notable factor, because various contractors' trusts, as is notorious, grant export bonuses, or at least exceptional prices to foreign customers in preference to customers at home.

**Scarcity of
skilled
labour.**

A further consequence of the highly prosperous state of affairs during the year under report has been the scarcity of artisans and of skilled labour. This want was felt everywhere, not only in private industries, but also in State works, where especially, the lack of skilled hands much retarded the building of local railways, which are generally carried on very briskly. Then again sugar manufacturers felt the necessity of organising courses of instruction for female chemists, as they no longer succeeded in getting sufficient male workers. The enterprises based on wholesale production suffered most from the scarcity of workmen. In the coal industry, indeed, where the number of pits and shafts were increased, 15,000 hands more were employed, but this number did not nearly suffice to meet the demand for coal. Twenty years ago, when the population of Germany was less by 10,000,000, over-population was feared here and the industrial conditions were of a kind to force a certain portion of the population to emigrate. The emigration rose to $\frac{1}{2}$ per cent. of the population. To-day the conditions are quite different. The emigration is very small

and the development of industry has led rather to under-population. Agriculturists declare that the want of hands is their greatest enemy; likewise the demand for workmen in industry is said to be greater than can be supplied. For years past a considerable immigration of foreign workmen has taken place, especially of Slavs and Italians. In industrial centres, such as Rhineland and Westphalia, exclusive settlements of Slav workmen are in existence, which are quite distinct as to language and nationality from the other part of the population. The tile industry, brickworks, &c., are carried on in extensive districts exclusively by Italian workmen, whereas the mining industry is principally recruited from the Eastern provinces.

Owing to this heavy demand the wages have naturally advanced. Several small strikes have also occurred; however, no great general strikes of workmen have to be recorded for the year under report.

The favourable position in all fields of activity is in the first place based upon the unforeseen increase in the home demand; above all the increase in the building of railroads, the rise of the electrical industry, the extensive building connected with industrial and railroad purposes, as well as the above-mentioned supply of State orders. The condition of agriculture has likewise improved owing to a series of good harvests, so that from this side the purchases, which were so long withheld, could now fully be carried out. The more so, since the brisk industrial activity created a lively demand for agricultural products. The wheat and rye consumption has increased considerably, especially that of wheat, which is a proof of the increasing purchasing power of the population.

The German export of cereals has constantly increased since the abolition of the "proof of identity," i.e., since the full duty is refunded for all exported corn, no matter whether it is of home or foreign origin. The singular fact therein appears that wheat or rye imported into Germany figures, inclusive of custom duty, higher than the home corn, although the export of cereals has been facilitated to an extraordinary extent, so that the export may well serve as a regulator of prices. This feature is explained by a reference to the condition of the corn. The endeavour to obtain a greater supply as to quantity leads to the production of breadstuffs lacking in glutinous matter, which need to be mixed with foreign wheat and rye, richer in this respect, in order to be fit for baking purposes. Formerly German wheat and rye served in foreign countries, especially in the United Kingdom, in many instances for this purpose, but to-day the German product itself is deficient as to glutinous qualities.

Together with the strengthening of the home market, the German export has further developed. The past year shows especially an astonishing increase in this respect. The development of the import and export during the last five years is as follows:—

| Year. | Quantity in Met. Centners. | | Value in 1,000 Marks. | |
|------------|----------------------------|-------------|-----------------------|-----------|
| | Import. | Export. | Import. | Export. |
| 1899 | 446,515,012 | 304,030,077 | 5,495,853 | 4,151,707 |
| 1898 | 427,298,388 | 300,943,183 | 5,439,676 | 4,010,566 |
| 1897 | 401,623,169 | 280,199,486 | 4,864,644 | 3,786,241 |
| 1896 | 364,102,570 | 257,198,756 | 4,557,951 | 3,753,822 |
| 1895 | 325,369,756 | 238,296,583 | 4,246,111 | 3,424,076 |

The increase in the quantities of imports and exports is uninterrupted. The import increased by 121,100,000 met. centners, the export by 65,700,000 met. centners. The increase of values is 1,249,000,000 marks in imports, and 727,600,000 marks in exports. Whereas hitherto the value of imports regularly increased in a higher degree than the value of exports, the proportion in the year under report is the reverse; the import only increased by 56,200,000 marks, the value of the export by 141,100,000 marks. If one deducts the traffic in precious metals, the import surplus as against 1898 rises indeed to 116,400,000 marks; that of the export, however, rises still higher, namely, to no less than 234,800,000 marks. It is true only provisional calculations can be given here, which to a great extent are still based upon the prices of commodities in 1898. But inasmuch as in 1899 in many instances advances of prices occurred as stated before, the brilliant picture will hardly suffer a change in the end.

Most branches have maintained their already fairly high standard of 1898; many were in a position to make still further progress. In the textile industry the export of cotton goods has advanced by 22,000,000 marks in round figures, that of silk goods by 10,000,000 marks, and that of woollen goods by 3,300,000 marks. It is true that the wool industry has notwithstanding not yet made good its sudden retrogression of 1898. In the metal industry iron goods show an increase of 44,700,000 marks, instruments and machines of 29,100,000 marks, copper goods of 9,200,000 marks, hardware of 12,400,000 marks, whereas zinc goods retained about the same position as in 1898. Drugs and dyes gained 30,000,000 marks; clothes and hosiery, 9,400,000 marks; leather goods, 14,500,000 marks; literature and art, 4,000,000 marks; clay goods, 4,100,000 marks. Caoutchouc and guttapercha developed splendidly; their value has doubled during the last three years from 36,800,000 to 72,400,000 marks. Hardly ever has such a general increase of export occurred in the German traffic.

The development of the foreign trade of Germany is observed here with much pride, and has accentuated the effect which I described in my last report, namely, that since so many foreign organs have spoken with admiration, in many instances with exaggeration, of the rise of German industry, an unmistakeable desire has been awakened in Germany to oust if possible other

nations from the market. Were it not that the home market had been in so very favourable a position, this pressure would have made itself felt abroad with even increasing vigour. All sorts of measures and methods for advancing export are discussed with great interest, as, for instance, the improvement of Consular reports, the coalition of a very extensive number of manufacturers into a "German Board of Industry," the erection of a central office of information for all export interests on the pattern of the Philadelphia Institute. For this purpose the Berlin society "Aeltesten der Kaufmannschaft," at once announced a grant of a subscription of 50,000 marks, &c.

At the same time the increase of the navy meets with very widespread support (as can be heard daily, even among the followers of those parties which in the Imperial Diet do not approve of the wild enthusiasm in favour of the navy). This, indeed, is the sign of the times, which from a politico-physiological point of view deserves notice, because it betrays a feeling that Germany will at some future time become a world empire in industry and trade. Never before have people in its most remote corners of Germany taken as much interest in navigation and German interests at sea as in the past year. The time seems to have passed by when the mass of the people took no interest in questions of international trade. This, however, does not signify that these have already become the ruling questions in German politics; on the contrary the duality of German interests must not be overlooked—the struggle between the industrial and agrarian elements still exists. The representatives of agriculture are still holding together very fast as a combination, and often exercise a decisive influence.

With reference to the forthcoming renewal of the German commercial treaties, from which, as is well known, industry expects a great deal, a union has long since been effected between the industrial and the agricultural protectionists, which expressed its views at the meetings of various corporations and also in the Diet. It is hardly to be expected that Germany at the expiration of the commercial treaties (1903) will undertake further steps in the direction of free trade. According to the present disposition in influential circles various and important customs duties will probably be raised, and some new duties will be created. For corn the sum of 50 marks per ton, as against 35 marks at present, is already named in the Press as the future rate of duty.

The preparation of the new commercial treaties has been assiduously carried on during the year under report. At the end of the year the schedule of the new customs tariff (without the rates, which are not yet fixed upon) could be published. The new schedule is drawn up upon quite a different basis of arrangement to the old one; it specialises much more than the former, and, therefore, would likewise admit of the duties being further specified.

The present system of the German customs tariff is subdivided into 43 sections of merchandise; the new one consists of 19

sections with numerous subdivisions, so that the new customs tariff contains over 80 groups. The number of articles has been increased from 925 to 1,365.

A proof of the care with which the German commercial treaties are being prepared may be seen in the fact that almost all economic bodies and societies have been drawn upon to report on this schedule. This activity is further proved by the many motions for changes in custom duties—in most instances demands for advances which have already been received. Perhaps the endeavours of various industries to obtain reductions of duties upon the so-called “half-finished” goods are also noteworthy. For this purpose a union of cotton yarn consumers has been formed, which especially tries to obtain a reduction of the customs duties on British yarns. In connection with the preparation of the commercial treaties, the exhaustive investigations as to the quantity of goods produced in Germany (the statistics as to production) were finished last year. The investigation extended to all branches of industrial production, as well as to agriculture. The material thus collected is said to be very instructive and interesting; it however still awaits publication.

Growth of
trade in
percentage.

The growth of German export may be further illustrated by the following figures:—The total trade of 31 of the most important countries of the globe amounted in the year 1882 to 61,000,000,000 marks; in 1898 to 78,000,000,000 marks. In this Germany's share was, in 1882, 6,300,000,000 marks, as against 8,800,000,000 marks in 1898. If the exchange of goods is regarded in percentage, the following result is seen:—

| Country. | Per Cent. | | | | |
|---|-----------|-------|-------|-------|-------|
| | 1882. | 1885. | 1890. | 1895. | 1898. |
| Germany.. .. . | 10·3 | 10·1 | 10·9 | 10·8 | 11·3 |
| France | 11·1 | 10·2 | 9·7 | 8·4 | 8·3 |
| United Kingdom | 19·7 | 18·8 | 18·4 | 17·4 | 16·8 |
| United Kingdom (inclusive of her principal colonies) | 31·7 | 31·6 | 31·5 | 30·5 | .. |
| United States | 9·9 | 9·5 | 9·9 | 9·2 | 9·7 |

Thus the percentage of Germany's participation on the world's market has been increased from 10·3 to 11·3 per cent., whereas it has decreased for France from 11·1 to 8·3 per cent., for the United Kingdom from 19·7 to 16·8 per cent., and the United States from 9·9 to 9·7 per cent. Here, however, it must not be forgotten that American trade often varies considerably. As regards the absolute values, the total export of these countries (in 1,000 marks) amounted to:—

| Country. | Value in 1,000 Marks. | |
|---|-----------------------|------------|
| | 1882. | 1898. |
| Germany | 6,323,082 | 8,837,212 |
| France (without colonies) .. | 6,800,922 | 6,466,554 |
| United Kingdom (without colonies) | 12,039,257 | 13,138,165 |
| United States | 6,050,423 | 7,681,634 |

Whereas in the year 1882 France came immediately after the United Kingdom, in 1898 Germany takes the second place. In 1882 the French export surpassed that of Germany by nearly 500,000,000 marks; in 1898, however, the German export overtops that of France by 2,400,000,000 marks. Also, the comparison with the United Kingdom shows that the German export of 1882 was only 52·5 per cent. of that of the United Kingdom, whereas in 1898 it was as much as 67·3—thus in 1882 about one-half as against two-thirds in 1898. In 1899, however, the British export trade developed even more than the German, so that the result is again a more favourable one for the United Kingdom. The comparison with the United States also gives satisfactory results, inasmuch as Germany was only ahead in 1882 by 300,000,000 marks, as against 1,300,000,000 marks in 1898. The growth, as estimated by percentage, shows how variously the export of these countries has developed. It amounted from 1882-98:—

| For— | Increase or Decrease. |
|------------------------|-----------------------|
| | Per cent. |
| Germany | + 39·8 |
| France | — 4·9 |
| United Kingdom | + 9·1 |
| United States | + 25·3 |

Special importance is attached by Germany nowadays to the increase of her interests by sea. As to this, official investigations are taking place, about which I subjoin the following further figures:—The natural growth of the population (surplus of births over deaths) amounted in the last five years to 14·6 per mil, as against 11·5 per mil in England—in figures in 1898 to 846,871. This is also a “record,” and a figure never before reached in Germany. The emigration by sea was reduced to 20,837.

German ports were visited in—

| Year. | Number of Vessels. | Tonnage. |
|--------------|--------------------|------------|
| 1894 | 143,418 | 29,387,000 |
| 1898 | 174,251 | 35,522,000 |

among which were loaded—

| Year. | Steam. | | Sailing. | |
|--------------|--------------------|------------|--------------------|-----------|
| | Number of Vessels. | Tonnage. | Number of Vessels. | Tonnage. |
| 1894 | 61,179 | 18,900,000 | 58,178 | 4,100,000 |
| 1898 | 79,532 | 24,545,000 | 59,509 | 3,951,000 |

In 1873 only 94,700 ships came to German harbours, with 11,900,000 reg. tons.

In consequence of the opening of the Emperor William Canal, the sea-towing traffic has been increased, as the canal offers safe communication between the North and Baltic Seas. This traffic is carried on in freight ships with a capacity of from 750 to 1,000 tons, five or six of which are always in tow of a tug. The freight ships carry articles in bulk (such as corn, salt, coal, &c.), and their small draught enables them to sail into the mouths of rivers and canals. The building of the Dortmund-Ems Canal, as well as that joining the Elbe and Trave, will yet further increase their usefulness. In 1894, 90,097 ships, with 6,500,000 reg. tons, sailed between German coast centres; in 1898, 107,673 ships, with 7,980,000 reg. tons. The German home traffic is using communication by sea in an increased degree, and this is being facilitated by the building of new and improvement of old waterways.

Whereas the total traffic by sea in German harbours rose from 1894-98 as regards number by 23·6 per cent., and tonnage by 20·7 per cent., the German flag participated in the traffic with 25·2 and 33·3 per cent. As to the traffic with German ports, the German flag participated in 1898 with 95·1 per cent. of the vessels, and as to that between German and European ports with 42·1 per cent., and between German and foreign countries with 56·0 per cent. Next to the German flag, that of the United Kingdom is most concerned in the German traffic. The development during the last years is as follows:—

BRITISH Ships Visiting German Ports.

| Year. | Number of Vessels. | Total Per Cent. | Tonnage. | Total Per Cent. |
|--------------|--------------------|-----------------|-----------|-----------------|
| 1894 | 10 800 | 7·5 | 9,600,000 | 32·7 |
| 1896 | 11,505 | 7·8 | 8,800,000 | 28·4 |
| 1898 | 11,130 | 6·3 | 9,200,000 | 25·9 |

The participation of the British flag in German traffic is thus seen to be retrograding, both as regards number and tonnage, whereas the participation of the German flag is increasing. According to a calculation by the German Board of Statistics the relation of the total German shipping traffic, in comparison with British and French, is as follows:—

| Year. | Germany. | United Kingdom. | France. |
|--------------|----------|-----------------|---------|
| 1878 | 100* | 736 | 173 |
| 1896 | 100 | 400 | 109 |
| 1898 | 100 | 307 | 97 |

* Taken as unity.

Germany possesses to-day 22 steamers of a capacity of more than 10,000 tons. The capital of the German Joint-Stock Shipping Companies rose from 177,000,000 marks (with 70,000,000 marks debentures) in 1897 to 273,000,000 marks in 1899, i.e., 66 per cent., the debentures by 2,000,000 marks). How far, however, notwithstanding this brisk, developing tendency, German shipbuilding is in arrear of the British, is seen from the following figures. The tonnage of ships built for foreign account amounted to:—

| In— | Tonnage. | |
|----------------------|----------|---------|
| | 1898. | 1899. |
| United Kingdom | 391,504 | 353,483 |
| Germany.. .. . | 35,300 | 30,675 |

All endeavours of Germany to increase its importance at sea will only cause British activity to be stimulated, but it will never be able to lessen the United Kingdom's importance as to ship-building and shipping; the immense difference that exists here will also in future remain to the advantage of the United Kingdom.

The character of the year under report is further recognised **New companies.** by the number of the new companies and new issues. The business of bringing out new loans has indeed been somewhat retarded in the last part of the year owing to the high money rates, but in spite of this fact the demand for capital for newly formed companies even increased during the second half of the year, so much so that it required 291,640,000 marks more than in the previous year to satisfy the demand. Altogether the demand for capital for new companies in 1899 amounted to 544,390,000 marks, a sum which has not been reached since 1872, in which year indeed for 479 new companies 1,477,730,000 marks were required. The number of new companies formed would have presumably been even higher in 1899, if the rules of the new Exchange Law had not exercised a check; this law prescribes the limit of one year, before the lapse of which no new company's shares may be offered for sale on the exchanges. This regulation prevented the full benefit of the favourable turn of affairs being felt. It has been calculated that for the year 1900 new companies with a capital to the amount of 400,000,000 marks are already in course of formation. The machine industry here ranks first,

while the state of the electrical industry and of the banking business is quieter. As regards the building of railways, local and small railroads are mostly concerned; the building of these is now again in many instances carried on apart from the State railway system and by private enterprise. The new companies, however, are slightly fewer than in the previous year. Their number was in :—

| Year. | | | | | | Amount in Million Marks. |
|-------|----|----|----|----|----|-----------------------------|
| 1899 | .. | .. | .. | .. | .. | 2,154.28 |
| 1898 | .. | .. | .. | .. | .. | 2,462.35 |
| 1897 | .. | .. | .. | .. | .. | 1,952.18 |
| 1896 | .. | .. | .. | .. | .. | 2,057.54 |
| 1895 | .. | .. | .. | .. | .. | 1,180.75 |

As to German State loans in 1899, 391,740,000 marks, as against 145,830,000 marks in 1897, were issued; among these were 200,000,000 marks, 3 per cent. Imperial loan at 95 per cent. and 80,000,000 marks, 3 per cent. Saxony loan at 85 per cent. It appears, notwithstanding the increase of the rate of interest, that the Empire and Prussia seem to hold fast to the 3 per cent. type of loan. Hesse, on the other hand, even last year saw itself forced to issue a loan for 21,500,000 marks at 4 per cent.

Rate of
interest.

This brings us to the subject of the fluctuation in the rate of interest. Like the supposed over-production, the gradual but incessant sinking in the value of money was looked upon as an axiom of political economy, under the influence of which (in view of the rising wealth of the population) Germany proceeded to the general conversion of funds from $3\frac{1}{2}$ to 3 per cent. Opinions differ whether this was economically of advantage, but it is a fact that the value of money in Germany has during the last few years constantly risen again. In the sixties the rate of 5 per cent. for first-class investments was the normal interest. It receded then slowly to 4 per cent. Even in the eighties the $3\frac{1}{2}$ per cent. funds rose far above par, and in the course of the nineties the issue of State loans at 3 per cent. seemed advisable and they even advanced to par. But they only remained a very short time on this level, and in the beginning of 1900 are quoted at 87.80 per cent. Even on December 18, 1898, the Imperial bank-rate was 3 per cent., which lasted to April 9. In 1899 the lowest rate of interest was 4 per cent., which was in force only from May 9 to June 19. On the other hand the bank-rate rose, under the effect of the favourable turn of affairs in industry, and the after effect of the Transvaal war, to 7 per cent., a height which it had never before attained ever since the Imperial Bank has existed as the central bank-note institution. Money in Berlin was paid for with from $8\frac{1}{2}$ to $9\frac{1}{2}$ per cent.; at Frankfort, where money is always in consequence of local conditions (great wealth) slightly cheaper, the price rose to $8\frac{1}{2}$ per cent. This state of affairs, it is true

became much easier soon after the new year, but it is still a question and may be discussed, whether a permanent advance in the value of money will have to be reckoned with. The firm position of industry, notwithstanding the high money market, speaks for this. Only recently it would have been thought that money as high as $9\frac{1}{2}$ per cent., even for a limited time, would stop industrial enterprise altogether, and that it was identical with a heavy crisis. But nothing of all this was felt. Indeed, as mentioned before, the rate of interest checked the bringing out of new loans and companies during the last half of the year, but it did not stop it altogether. All preparations have been made to bring out a considerable number of new issues when the market is more favourable. The progress of the good turn of affairs was hardly injured in any way by the dearness of money. It is possible that here and there a little restraint has been exercised, and this in view of the threatening over-production would be certainly sound, but demand and sales remain as heavy as before and when workmen were dismissed, it was not owing to a bad turn of affairs, but to the effects of the good state of things. This almost appears paradoxical, but it is a fact, for workmen had to be dismissed on account of the lack of raw material which could no longer be obtained, not even at increased prices.

The high rate of the money market of course exercised some influence on building operations, but in this respect it was fortunate that it fell in the last days of the year, in which period the building trade is always quiet. The mortgage market has, indeed, become tighter and already $4\frac{1}{2}$ per cent. is being paid for money. So far this increase has remained without any visible influence, as the building trade is still exceedingly active.

The exchange is naturally mainly interested in the position of the money market. During the first few months of the year, the run on new loans was enormous and they were over subscribed. Everybody wished to utilise the industrial position. But hardly any discrimination was shown as to the intrinsic value, and almost any price was paid without objection. The firms which brought out the bonds made good use of this disposition of the public for new funds and issued shares on the exchange without subscription, so that the purchasers only saw by the first exchange quotations at what prices they had bought. Inasmuch as bourse speculation is considerably restricted in Germany by the Exchange Law and no time bargains can be legally enforced, German speculation frequently made use of foreign exchanges to carry out their desire for enterprise. During the month of May, when in New York on account of over-speculation a reaction had set in, attempts were made to quiet the state of affairs by sales, but even these efforts remained without success in view of the firmness of the outsiders.

The tax on the turn-over realised during the first half year a surplus of no less than 33.5 per cent. During the second half year, however, here a standstill occurred. The month of July still showed a plus of 24.5 per cent. August, only 3.5 per

cent.; September, even a minus of 6·7 per cent.; October, however, again 7·3 per cent. plus. Before the outbreak of the Transvaal war, when people's feelings could still be worked upon, the great banks which in spring had sold in order to quiet affairs, interposed by sales. At midsummer business was at a standstill, and the quotations of the cash funds slowly receded. About the middle of October the lowest point was reached, but the temper of the public was as confident as before. The unfavourable occurrences in the Transvaal were again felt in December quotations.

The demand for capital was not only influenced by the wants of industry, the building of railways and ships, and the wants created by the colonial policy, but also by the conversion of the time bargains into cash business. Inasmuch as the public was forced to pay for stock bought on speculation in cash, the credit of the bankers and large banks was made use of to a large extent. Foreign countries had drawn money from Germany in the form of loans, they now also got back those amounts which they had taken up in Germany in consequence of higher rates of interest. The circulation of bills assumed great dimensions. The revenue by bill stamps from 1894-95 to 1898-99, rose by no less than 35 per cent., in the last year alone by 10·50 per cent. which is equal to an increase of 350,000,000 marks, equivalent to about 15,000,000,000 marks. Even in 1898 the amounts in the hands of the Imperial Bank as to bills running against securities had on the average risen by 57,000,000 marks in 1899, they rose further by 78,650,000 marks. The banks, therefore, in some instances resorted to the help of foreign exchanges to have their funds introduced; thus, for instance, the Breslau Discontobank went to Brussels, the Berlin Handelsgesellschaft to Amsterdam, and at the beginning of the new year the introduction of the "Harpen" shares at Paris created some sensation. Altogether the fact that German banks favour international activity cannot be overlooked. Thus in May the Anglo-German treaty as to the building of the railway from Tientsin to Chinkiang was concluded; the Bagdad railway is to be built in conjunction with the French, and probably with the co-operation of the British.

Bicycle
industry.

In order to give a complete picture of the economic development in 1899, I would still point to the position of the various industries. Some few, as already mentioned, show an unfavourable state of affairs particularly the bicycle industry. It suffers from over-production, as is clearly noticeable. Bicycling, a few years ago, became almost general; the factories were scarcely able to produce as many machines as was needed, and they paid large dividends. By the timely erection of bicycle factories fortunes were gained; here, however, it may be mentioned, the United Kingdom again was the tutor of Germany. The consequence of these purchases *en masse* was the erection of numerous new establishments and the enlargement of prospering old concerns. The craze, however, lasted but a short time; the pleasure taken in cycling seems soon again to have decreased chiefly among the better and well-to-do classes, and though a good many people still cycle, yet the purchases of

new wheels have greatly receded. That section of the public, which nowadays uses cycles, demands either second-hand or at least cheap machines. As to the latter a moderate demand continues and the import from the United Kingdom might yet show good results, as long at least as the duty on cycles is not raised, which state of things will probably remain unchanged until the end of 1903. Great complaints are raised as to the keen competition of British and especially American manufacturers; the main cause, however, is over-production in Germany itself, which will only change into normal conditions when the greater part of the factories devote themselves to the production of other articles. Experiments in this direction are already being made. Some factories now produce typewriters or sewing machines, and some automobiles. The latter, however, are but slowly being introduced into Germany. It seems that the particular type has not yet been hit upon that meets the German taste as to handiness, speed, finish and price.

Nor is the position of the textile industry altogether satisfactory. It suffered from the effects of a rise in the prices of raw material such as has seldom occurred equally universally. As regards wool and jute the rise began even in 1898; with cotton, linen, and silk it set in during the year under report. The German manufacturers in many instances neglected to cover their supplies in time, as they had no faith in the duration of the advance of prices; they thereby got into difficulties later on, the more so as the purchasers of finished goods, on the other hand, stopped their demand. Furthermore, considerable orders for export had been received; the buyers, however, objected to any increase in price, whereby the exporters ran the risk of losing their old markets. Although the advance of prices as to raw materials lasted the whole year, it was still very difficult to adapt to them the prices of half-finished or finished goods. The clash of interests between spinners and weavers was thereby increased, and the latter repeatedly demanded the free entry of yarns. Unions of cotton-spinners and cotton-yarn consumers were formed, the activity of which was noticeable in advances of prices. The idea brought forward by a union of spinners, who considered it feasible to organise export bonuses, led to some discussion. The weavers, however, were afraid that such a step would interfere with their capacity of competing on the world's market.

The entire iron industry, together with that of mining, continued with unshaken firmness, and was able to enforce considerable advances in prices, and, indeed, had disposed for the greater part, even at the beginning of the year, of its entire output for the year. From this industry, and more especially the electro-technical industry, the rise had taken its origin. A standstill or slower development of the electro-technical industry was not to be noticed, although it is especially dependent on the money market owing to the long period required to carry out its enterprises (e.g., city central stations, railways, &c.). A very important innovation in this connection is the utilising of the waste, top

Textile
industry.

Electrical
industry.

gases of blast-furnaces for working gas dynamos, as to which I shall report under a separate heading. From this innovation it is hoped that whole districts may be benefited, as is the case when an unexpected water-power is developed. Societies have been organised for the sole purpose of carrying on studies as to working great railways by electricity. Within scarcely 10 years fully 700,000,000 marks have been invested in shares, loans, reserves, &c., of German electric undertakings. The profits in the year under report amounted on the average to 9·5 per cent.

Iron and
coal.

As regards iron and coal not much is to be said, because the development of these two main commodities of every industrial activity continues to be brilliant. According to the calculation of the Society of German Iron and Steel Manufacturers, the German production of raw iron in 1899 rose to 8,029,305 tons, *i.e.*, 8·4 per cent. more than in 1898, when the production amounted to 7,402,719 tons. The consumption of raw iron (inland production and surplus import) was—

| Year. | | | | | Quantity. |
|---------|----|----|----|-----------|-----------|
| | | | | | Tons. |
| 1891-95 | .. | .. | .. | (average) | 5,098,000 |
| 1895 | .. | .. | .. | .. | 5,434,000 |
| 1896 | .. | .. | .. | .. | 6,507,000 |
| 1897 | .. | .. | .. | .. | 7,202,000 |
| 1898 | .. | .. | .. | .. | 7,351,000 |

In 1899 a further increase took place, which will scarcely be overestimated at 1,000,000 tons, so that about 8,469,900 tons may be taken as the total. The raw iron import rose likewise very considerably, as against 1898 by more than 60 per cent. In the first 11 months the imports from the United Kingdom in 1894 were 170,346 tons, in 1899, however, 484,441 tons. The case with coal is very similar. The consumption was—

| Year. | | | | | Quantity. |
|---------|----|----|----|-----------|-------------|
| | | | | | Tons. |
| 1891-95 | .. | .. | .. | (average) | 98,984,000 |
| 1895 | .. | .. | .. | .. | 105,816,000 |
| 1896 | .. | .. | .. | .. | 118,971,000 |
| 1897 | .. | .. | .. | .. | 122,249,000 |
| 1898 | .. | .. | .. | .. | 128,187,000 |

In 1899 the increase continued. As with iron so also with coal, the German product could not cover the demand, and the present time would be well chosen to extend the market for British coal in Germany. For 1898 the Rhenish-Westphalian Coal Syndicate has ordered an increase of 50 pf. in price; in 1900 the advance amounted for inferior qualities to 75 pf., for better qualities to 1 mark, and for coke-coal even 2 marks per ton.

The total output of the Westphalian Coke Syndicate advanced to—

| In— | | | | | | Amount. |
|------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| 1899 | .. | .. | .. | .. | .. | 7,045,924 |
| 1898 | .. | .. | .. | .. | .. | 6,415,685 |
| 1897 | .. | .. | .. | .. | .. | 6,036,580 |
| 1896 | .. | .. | .. | .. | .. | 5,574,695 |
| 1895 | .. | .. | .. | .. | .. | 4,821,787 |

In nine years (from 1891) the production of coke increased from 3,100,000 to 7,000,000 tons.

The heavy consumption of coal may, of course, also be observed in the railway traffic. From January 1 to September 30, the number of waggons employed in the transport of coal exceeded that of the previous year; in the Rhenish-Westphalian industrial district by 255,136 cars at 10 tons, equal 8 per cent.; in the upper Silesian district by 93,291 cars at 10 tons, equal to 8·2 per cent.

As to the position of the machine industry it is characteristic, **Machine industry.** that on account of overburdening, orders had, according to the trade journals, to be passed on to American factories. The capacity of the German locomotive manufacturers is now estimated at 1,500 engines per annum. The Prussian State railways alone ordered in December 580 locomotives valued at 32,000,000 marks, and 8,000 goods trucks. In addition, 800 locomotives are said to be reserved for the next budget. In Saxony 17,000,000 marks have been demanded from the Diet for the purchase of locomotives and cars, and a further 51,000,000 marks for the building of railways. Good sales, satisfactory prices, the utmost working capacity—have been the features of the machine industry throughout. Overtime, *i.e.*, day and night-shifts were necessary. The scarcity of material was felt, whereas the increase in prices of coal and iron could more easily be borne in view of the good state of business. Agriculture also, in consequence of good harvests required more machines, and was in a better position to pay than in previous years, so that the sale of agricultural machines was likewise increased.

The state of affairs in the chemical industry also was good **Chemical industry.** throughout.

The agrarian protective coalition devotes its entire attention to **Agricultural protection.** the renewal of the commercial treaties. Its desire is, apart from an increase in the corn duty of 3 marks 50 pf. per met. centner to at least 5 marks as already stated, to effect the introduction of customs duties on fruit and vegetables, the prohibition of meat import, the increase of the taxes on horses, and of the agrarian duties in general, the introduction of a customs duty on wool and on foreign tanning stuffs, &c., the introduction of a minimum and maximum tariff, as well as the transition to another system of

the most-favoured-nation clause, or the abolition of the same altogether. Some kind of most-favoured-nation clause is sought by which certain reductions in customs duties would only be granted to such countries as make adequate concessions, *i.e.*, reciprocal treaties.

Tax on
"stores."

Noteworthy, too, in the field of legislation is the endeavour of Prussia to impose a special tax, up to 20 per cent., on the turnover of large stores which is to commence when the turnover reaches 500,000 marks.

Canals.

The Canal Bill, which was defeated last summer after a sharp struggle in the Prussian Diet, has so far not been presented again. It will re-appear in a form much changed and will propose a net of navigable waterways from the Rhine to the Vistula. The Dortmund-Emden Canal was ceremoniously opened on August 11.

Commercial
treaty
between
Germany and
Spain.

In the field of commercial politics, the arrangement of a complete customs truce between the German Empire and Spain is to be recorded. This commenced at the time of the purchase of the Spanish South Sea islands on July 1, 1899. Both States thereby grant each other most-favoured-nation treatment for the next five years. The duties especially on oranges and tropical fruits, on fresh grapes, wine and olive oil of Spanish origin were reduced in Germany, whereas in Spain the customs duties were reduced for German coal tar, dye-stuffs, enamelled iron goods, sundry machines, electric cables, embroideries, certain cotton goods, linen, woollen and silk textiles, &c., railway cars, clocks, &c. The United Kingdom was hitherto better off as to these

Commercial
relations with
United
Kingdom.

goods than Germany; this position is now changed. A new commercial treaty between Germany and the United Kingdom has not been concluded as yet. The mutual relations seem to be satisfactory notwithstanding the want of a treaty basis; the power given to the German Government to maintain the commercial relations on the basis of most-favoured-nation treatment extends only to July 30, 1900. The Imperial Diet will probably prolong this term. German commerce would greatly rejoice if the commercial intercourse were based upon a firm treaty. Inasmuch as Canada and Barbadoes have not granted Germany the privileges of the most-favoured-nation the goods received from these countries enter Germany with a surtax.

Commercial
arrangement
between
Germany and
Uruguay.

The treaty with Uruguay had been denounced and lapsed on July 31, 1897. Uruguay, nevertheless, continues to grant German goods most-favoured-nation treatment, whereas the goods coming from there were subjected to the general tariff. According to a mutual understanding the old treaty is to be reinstated with a clause providing for a year's notice.

Commercial
treaty
between
Germany and
Japan.

The German-Japanese commercial treaty of April 4, 1896, came into full force on July 17, 1899, after the conversion of the previously arranged customs duties *ad valorem* in most instances into specific rates.

Commercial
negotiations
between

The pending reciprocity negotiations between Germany and the United States have not led to any success in the year under report.

It was expected that the readmission of the American insurance companies into Prussia and of the Prussian fire insurance companies into the State of New York would exercise a good influence on the continuation of the negotiations. In the meantime, however, the state of affairs has been more strained owing to the proposed severer treatment of the American meat imports. Great and unfavourable importance was attached to the coming into operation of the Franco-American and Italian reciprocity treaty of 1899 with reference to German exports to the United States, on the other hand, however, the American parcel post treaty of October 1, 1899, has influenced the exchange of goods favourably, inasmuch as it has reduced the postage considerably for parcels up to 5 kilos. weight.

On October 1 a union of distillers assembled which is said to represent about 80 to 90 per cent. of the entire production. A "central station for the sale of alcohol" was organised at Berlin which intends to monopolise the entire trade in spirits. The independent trade did not oppose the ring at first, but is of late entering upon a most vigorous campaign against the monopoly of the "Central Station" on the spirit market. The prices for alcohol have risen considerably, although the production has increased. It is probable that the "Central Station" will try to dispose of superfluous stocks abroad at cheaper prices.

The conclusion of a sugar ring has been announced several times as being imminent, but it is not an accomplished fact so far, because, as it appears, the refiners are creating difficulties. Whether such a ring would prove beneficial or otherwise for the British industry in sugar goods, cannot therefore as yet be judged; at all events, it would be dependent on the sales to the United Kingdom.

The time bargains on exchange in (top) sliver, which were solely carried on at Leipzig, was prohibited on June 1, 1899, in consequence of the regulations of the Exchange Law. In so far as dealers and manufacturers endeavour to assure their contracts, they will consequently have to revert to foreign exchanges. The Berlin produce exchange, which after promulgation of the Exchange Law had been abolished, was re-established after a period of three years on March 27, 1900, when an understanding between dealers and farmers had been come to, by which the stand made by the former seems to have been justified. The time bargains on exchange in corn and mill products, however, are naturally still prohibited and it remains to be seen, whether under these circumstances the Berlin Produce Exchange will be able to regain its former importance. Here also German speculators will have to resort to foreign exchanges to secure their time bargains and in London these matters ought not to be lost sight of.

Various innovations took place during the year under report for the promotion of foreign commerce. Thus commercial agents were attached to the Consulates at Buenos Ayres and Constantinople and another one has been contemplated for St. Petersburg, since for the first time a sum of 55,000 marks has been set aside in the

Budget of 1899-1900 for these purposes. Furthermore since last autumn the "Commerce and Industry News" has been published, which appears at frequent but no fixed intervals and through which communications referring to customs legislation and statistics, and notes dealing with the economic conditions of foreign countries are transmitted in the quickest way to the interested parties. More extensive reports on the economic conditions of foreign countries (trade and industry) appear in the supplemental reports on trade and industry.

Development
of trade.

In conclusion I would point out, that the development of German industry and trade has during the last five years become very great, as the impartial observer cannot but recognise. The excellent state of affairs during the last year is by no means limited to Germany; it has likewise existed in other industrial States and if at the close of 1899 confidence as to the continuation of the favourable economic condition was much greater here than 12 months before, the brisk industrial activity alone is not responsible, but it is aided by the knowledge that there exists an equally favourable situation and good economic conditions in countries abroad. Yet the steadiness of the German development is most noteworthy. The favourable period had set in earlier in Germany than anywhere else and it is proving stable beyond expectation. This explains why the percentages and comparisons almost everywhere result in favour of Germany; its relative rise is more perceptible than in other countries. This is known in Germany; foreign critics have informed the country of it and the country conscious thereof is striving to make use of its advantages. The watchword is independence from foreign countries, preference for home production and strengthening on the world's market. Since this programme exists and the prestige of a great military power is backing it up, it will have to be taken into account. Military peace is all important, but an international peace as regards trade is of the greatest value for the steady development of industry. It remains to be seen whether this commercial "peace" will everywhere accompany the work which has been commenced, viz., of renewing the German commercial treaties and which is undertaken with such great effort. For it must be remembered that whenever the commercial peace is broken the markets become open to the "neutral" States which the "belligerents" had previously reserved the one for the other.

Scarcity of
raw material.

For certain British products there existed during the last year a wide field of output in Germany, and it would be well if merchants made some sacrifices in order to utilise this field. There was a scarcity of raw materials and half finished goods in Germany, not only of coal and iron, but also of other commodities. British producers must learn to accommodate themselves to the market on the German pattern, because they have to meet the competition with German methods. Their endeavours are being made to maintain the prestige of the home production. When the Bavarian Government (because German factories were overburdened with contracts) ordered railway material in Belgium and

America, a question was asked in the Diet and the representatives with great emphasis spoke in favour of the motion that all State requirements should be purchased at home. Every State order to foreign countries created the impression, that the official purchaser distrusted the home producer. Such steps, it was asserted, tended to discredit the home manufacture. Similar endeavours are being made everywhere. For example, every year the War Office is asked to cover its entire supplies solely at home and from inland producers. It would be misunderstood, it is asserted, if the War Office were to conclude contracts with foreign manufacturers solely on account of a trifling difference in price. Should not this be considered likewise in the United Kingdom, whose industry ranks so very high, and the same principle be followed? Attempts ought to be made to avoid giving orders to outsiders on account of a paltry difference in prices. The very State contracts which, generally speaking are heavy, have been to a great degree the means of advancing German technics and industry; without them, *e.g.*, the iron industry and shipbuilding could not have advanced in the measure they have.

In my previous reports I have repeatedly referred to the business methods of Germany and advocated their adoption. The interest of the British merchant is concentrated on the merchandise. He manufactures the best he can and sends it so to his customer. The German does not start with the merchandise, but with the customer. He first seeks his customer, and in this acts quite methodically. When he has obtained his customer he studies his wants and arranges his shipments accordingly. The British merchant sells the goods which he deals in and has selected himself, and leaves it to the customer to adapt himself to the merchandise. The German individualises and meets the wants of his customers; he adapts his merchandise, credit, conditions of sales, decoration, packing, &c., to the wants and desires of his client. Thus he often gains a start, for the buyer but seldom is in a position to value quality and prices. Another point is forced on the observer, and this is the great start in scientific training which Germany can boast of.

The German general trade and special schools have reached a very high standard of excellence. Nevertheless, endeavours have been made during the last year to further develop them and to establish new schools. In 1866 it was jokingly remarked that the Prussian schoolmaster had won the battle of Sadowa. This remark can be applied quite truthfully with regard to the economic rise of Germany. The young German is assiduously striving to acquire the general and special knowledge necessary for his vocation. Thirty years ago a knowledge of foreign languages was a rarity—nowadays, foreign languages are being taught and practised everywhere. Almost every educated German speaks one or two foreign languages besides his mother tongue. This gives him a start, not to be undervalued, over those competitors, who are desirous of doing business anywhere without due knowledge of the respective country's language. During last year there was a

regular movement throughout Germany as to the establishment of commercial high schools, which are intended to give a more thorough education and wider views to merchants and business men.

At Aix-la-Chapelle and at Leipzig such institutes have already been founded, and their organisation at Cologne and at Frankfort has been likewise secured. In addition to this, innumerable lectures on scientific topics are given, which are very well attended. Young and old endeavour there to enlarge and renew their knowledge. If one considers this movement, which is also observable at Frankfort, one is justified in speaking of a regular "thirst for education" on the part of the population. Great exertions are being made to raise the standard of trade and special schools, and municipal and State authorities are vying with one another in helping on the movement. The technical high schools now stand out as factors of equal merit with the universities. It is to these that recently the privilege was granted of issuing diplomas and the titles adherent to academic degrees, viz., of Doctor rer. techn., &c.

The success of these exertions is brilliant. The carefully trained scholars distinguish themselves in after life in every field. These are the competitors most to be feared as merchants, manufacturers, technical men, engineers, and bankers. Perhaps no industry in the world owes as much as the German to high schools. Take the flourishing chemical industry of Germany, which creates immense values; whence originate its patents and methods of manufacture? From science! If, nowadays, the planter in East India looks to the future with concern, because the indigo plant has to defend its existence against the competition of synthetic indigo—who produced this dangerous foe? Again, German science! Look at the young electrical industry; whence is it being incessantly enriched? From the high schools! It is the same with the iron industry and many others. If Germany in former days was the country of dreamers and theorists, that is a thing of the past. German science has become eminently practical—it moves on, hand in hand with industry, and works for patents; both flourish thereby and the national wealth is being increased enormously. In this respect a lesson is taught, and in the United Kingdom a similar alliance should be fostered. British education is based on sport and bodily exercises, whereas German, in which the compulsory military service plays the rôle for the body which in the United Kingdom falls to sport, is based on the development of the mental faculties, on the training of the sagacity and the acquirement of rich stores of knowledge. Perhaps the combination of both methods would produce perfection, still it must not be lost sight of, that preference for sport is not conducive to competition in trade and commerce, but that on the other hand the broad and general education in Germany represents a factor of the highest worth in the national education. Let us examine the development briefly. In 1816, 24,800,000 people lived on the territory now comprising the modern German

Empire; to-day, there are more than 55,000,000. Formerly, overpopulation and emigration; to-day, want of labour and immigration. Fifty years ago on the Berlin exchange quotations of scarcely 100 securities were given, among them no bank nor industry shares; at present, over 2,000 stocks and shares are quoted, and German industrial shares are invading foreign exchanges. From 1838 to 1899 the consumption of cotton rose from 0·34 to 6·30 kilos. per head. That of coffee from 0·1 to 2·8 kilos.; of herrings from 1·1 to 3·12 kilos. per head; of tropical fruit from 0·6 to 1·79 kilos. per head, &c., "Pfadfinder" (pioneers) of the world's market was the name given by the German Imperial Chancellor to the Geographers at the International Congress of Geographers; but on my desk lies a letter from the United Kingdom, addressed to me: "Frankfort, in France!"

FRANKFORT.

Table A.—SHOWING Quantity of Imports from the United Kingdom during the Years 1898–89.

| Articles. | Quantity in 100 Kilos. | | | | | | | | | | |
|---------------------------------------|------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--|
| | 1898. | 1897. | 1896. | 1895. | 1894. | 1893. | 1892. | 1891. | 1890. | 1889. | |
| 1. Cotton and cotton goods .. | 357,710 | 373,618 | 318,425 | 313,794 | 282,270 | 330,848 | 310,826 | 286,108 | 993,283 | 450,788 | |
| 2. Drugs and dye-stuffs .. | 846,869 | 985,465 | 873,133 | 828,110 | 984,338 | 951,922 | 850,727 | 994,137 | 1,205,885 | 1,052,945 | |
| 3. Iron and iron goods .. | 3,548,513 | 4,150,207 | 3,26,926 | 1,829,488 | 2,032,145 | 2,151,535 | 1,998,927 | 2,506,655 | 3,454,031 | 3,030,716 | |
| 4. Hides and skins .. | 74,011 | 77,184 | 76,111 | 68,653 | 76,556 | 78,170 | 63,529 | 65,995 | 66,240 | 110,053 | |
| 5. Instruments, machines, vehicles .. | 427,692 | 412,193 | 387,360 | 303,360 | 279,751 | 271,145 | 243,276 | 261,184 | 344,426 | 240,910 | |
| 6. Caoutchouc, gutta-percha .. | 37,607 | 34,388 | 33,451 | 26,002 | 27,840 | 24,628 | 24,718 | 22,946 | 22,532 | 23,510 | |
| 7. Clothes, hosiery .. | 687 | 704 | 678 | 721 | 720 | 689 | 731 | 689 | 716 | 526 | |
| 8. Copper and copper goods .. | 163,748 | 122,384 | 102,157 | 97,907 | 96,318 | 279,818 | 254,364 | 255,415 | 26,262 | 226,597 | |
| 9. Hardware .. | 852 | 842 | 731 | 703 | 700 | 658 | 660 | 711 | 87 | 102 | |
| 10. Leather and leather goods .. | 50,190 | 44,208 | 36,428 | 35,321 | 30,296 | 32,298 | 31,731 | 37,462 | 41,024 | 44,894 | |
| 11. Linen and linen goods .. | 71,314 | 65,358 | 42,866 | 36,935 | 32,707 | 37,733 | 32,128 | 33,378 | 35,513 | 36,614 | |
| 12. Groceries, confectionery .. | 1,408,192 | 1,187,258 | 1,218,235 | 1,325,824 | 1,322,378 | 1,265,222 | 1,190,768 | 1,289,865 | 1,331,601 | 1,346,374 | |
| 13. Oil and fats .. | 407,143 | 355,244 | 382,621 | 405,740 | 431,310 | 476,109 | 505,248 | 494,690 | 505,801 | 555,280 | |
| 14. Silk and silk goods .. | 2,350 | 1,964 | 2,328 | 2,592 | 1,918 | 3,379 | 2,525 | 2,161 | 1,894 | 1,739 | |
| 15. Coal, coke, and peat .. | 45,469,708 | 48,911,915 | 43,665,225 | 40,130,683 | 37,310,047 | 36,217,996 | 35,523,453 | 40,667,520 | 32,563,973 | 34,619,647 | |
| 16. Tar, pitch, asphaltum .. | 6,8075 | 529,700 | 477,544 | 392,578 | 813,595 | 322,173 | 197,789 | 155,400 | 190,977 | 157,146 | |
| 17. Wool and woollen goods .. | 454,544 | 438,182 | 471,900 | 521,990 | 534,166 | 522,534 | 602,122 | 537,432 | 491,830 | 590,526 | |
| 18. Tin and tinware .. | 58,714 | 51,204 | 58,721 | 46,983 | 55,075 | 55,183 | 39,597 | 41,579 | 39,337 | 48,116 | |

Table B.—SHOWING Value of Imports from the United Kingdom during the Years 1898-89.

| Articles. | Value in 1,000 Marks. | | | | | | | | | | |
|----------------------------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--|
| | 1898. | 1897. | 1896. | 1895. | 1894. | 1893. | 1892. | 1891. | 1890. | 1889. | |
| 1. Cotton and cotton goods .. | 70,046 | 79,583 | 67,318 | 62,977 | 52,594 | 59,841 | 52,949 | 55,136 | 63,194 | 84,546 | |
| 2. Drugs and dye-stuffs .. | 31,206 | 38,175 | 40,386 | 37,956 | 88,997 | 46,633 | 46,828 | 43,706 | 52,637 | 55,691 | |
| 3. Iron and iron goods .. | 32,252 | 35,414 | 27,305 | 14,725 | 15,758 | 15,794 | 15,833 | 20,464 | 28,727 | 26,603 | |
| 4. Hides and skins .. | 17,880 | 18,280 | 19,900 | 19,959 | 19,878 | 19,950 | 14,006 | 17,078 | 17,664 | 24,452 | |
| 5. Instruments, machines .. | 28,443 | 26,935 | 24,234 | 20,558 | 18,680 | 18,689 | 18,181 | 20,511 | 27,015 | 21,908 | |
| 6. Caoutchouc, gutta-percha .. | 21,784 | 16,676 | 15,391 | 11,874 | 12,428 | 12,800 | 14,527 | 14,798 | 18,199 | 20,068 | |
| 7. Clothes, hosiery .. | 1,424 | 1,535 | 1,530 | 1,501 | 1,423 | 1,350 | 1,405 | 1,348 | 1,374 | 1,009 | |
| 8. Copper and copper goods .. | 20,059 | 14,902 | 12,052 | 10,565 | 10,089 | 29,709 | 29,427 | 31,763 | 33,832 | 24,067 | |
| 9. Hardware .. | 2,008 | 1,890 | 1,498 | 1,662 | 1,902 | 1,780 | 1,533 | 2,533 | 2,656 | 2,497 | |
| 10. Leather and leather goods .. | 16,146 | 14,578 | 12,613 | 12,382 | 9,751 | 10,788 | 10,622 | 12,539 | 13,918 | 14,579 | |
| 11. Linen and linenware.. | 12,649 | 11,798 | 10,506 | 10,708 | 9,518 | 10,437 | 7,640 | 7,892 | 7,233 | 7,207 | |
| 12. Groceries, confectionery .. | 37,189 | 34,374 | 29,775 | 30,053 | 32,747 | 31,306 | 33,006 | 37,677 | 42,409 | 47,733 | |
| 13. Oil and fats .. | 12,363 | 10,726 | 13,385 | 15,131 | 18,269 | 18,726 | 17,707 | 19,707 | 20,349 | 21,234 | |
| 14. Silk and silk goods .. | 5,598 | 5,114 | 5,335 | 5,379 | 4,362 | 7,118 | 6,094 | 6,288 | 6,167 | 5,978 | |
| 15. Coal .. | 54,949 | 54,494 | 48,455 | 52,342 | 49,330 | 49,063 | 50,031 | 63,543 | 52,643 | 52,493 | |
| 16. Tar, pitch .. | 10,742 | 10,260 | 9,308 | 9,631 | 7,752 | 7,744 | 5,654 | 4,283 | 4,588 | 4,011 | |
| 17. Wool and woollen goods .. | 148,576 | 131,644 | 151,002 | 162,286 | 151,146 | 162,114 | 160,921 | 111,731 | 142,882 | 169,438 | |
| 18. Tin and tinware .. | 8,522 | 6,424 | 7,307 | 5,915 | 7,082 | 9,401 | 7,536 | 7,709 | 7,483 | 9,255 | |

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Table C.—SHOWING Quantity of Exports to the United Kingdom during the Years 1898–89.

| Articles. | Quantity in 100 Kilos. | | | | | | | | | |
|------------------------------------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 1898. | 1897. | 1896. | 1895. | 1894. | 1893. | 1892. | 1891. | 1890. | 1889. |
| 1. Cotton .. | 93,104 | 89,727 | 92,948 | 92,118 | 80,480 | 77,600 | 80,782 | 80,607 | 67,898 | 67,866 |
| 2. Drugs and dyea.. | 939,978 | 862,066 | 929,545 | 897,480 | 829,784 | 761,190 | 633,433 | 757,047 | 724,591 | 756,801 |
| 3. Iron .. | 1,348,517 | 1,313,673 | 1,464,205 | 1,378,446 | 1,514,497 | 1,189,408 | 1,028,787 | 1,057,118 | 784,956 | 764,308 |
| 4. Flax .. | 94,282 | 91,257 | 103,851 | 92,118 | 123,848 | 123,682 | 156,463 | 180,365 | 152,443 | 211,810 |
| 5. Glass .. | 370,962 | 318,665 | 313,057 | 344,811 | 349,870 | 350,575 | 271,864 | 257,596 | 164,921 | 124,525 |
| 6. Instruments .. | 137,153 | 110,357 | 96,098 | 82,856 | 80,056 | 76,749 | 82,542 | 72,793 | 74,540 | 68,984 |
| 7. Clothes .. | 30,177 | 28,888 | 32,712 | 26,760 | 25,827 | 26,065 | 26,139 | 21,847 | 17,857 | 18,040 |
| 8. Copper .. | 57,882 | 38,523 | 44,055 | 36,251 | 34,656 | 34,070 | 26,485 | 27,885 | 31,340 | 22,932 |
| 9. Hardware .. | 137,998 | 40,019 | 33,663 | 26,549 | 28,297 | 32,237 | 30,545 | 33,812 | 22,370 | 18,526 |
| 10. Leather .. | 37,783 | 33,013 | 33,461 | 36,809 | 32,611 | 32,265 | 32,675 | 33,796 | 32,859 | 29,037 |
| 11. Literature and art .. | 27,788 | 23,762 | 21,928 | 22,171 | 22,324 | 19,673 | 18,082 | 21,180 | 20,370 | 18,591 |
| 12. Groceries and confectionery .. | 7,064,287 | 6,352,816 | 5,858,084 | 7,022,888 | 5,724,780 | 5,194,830 | 4,686,221 | 5,236,458 | 5,774,577 | 3,879,268 |
| 13. Paper .. | 500,714 | 563,572 | 610,545 | 624,657 | 590,818 | 536,185 | 516,044 | 467,631 | 371,181 | 394,373 |
| 14. Silk .. | 18,971 | 13,742 | 14,383 | 14,815 | 13,192 | 17,435 | 16,396 | 17,664 | 18,398 | 21,473 |
| 15. Wool .. | 110,022 | 115,266 | 105,896 | 99,470 | 93,445 | 100,902 | 94,204 | 96,635 | 99,766 | 93,252 |
| 16. Zinc .. | 208,989 | 234,462 | 293,371 | 295,708 | 306,026 | 300,789 | 264,324 | 306,729 | 291,207 | 365,082 |

Table D.—SHOWING Value of Exports to the United Kingdom during the Years 1898-89.

| Articles. | Value in 1,000 Marks. | | | | | | | | | | |
|--------------------------------------|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--|
| | 1898. | 1897. | 1896. | 1895. | 1894. | 1893. | 1892. | 1891. | 1890. | 1889. | |
| 1. Cotton .. | 46,941 | 39,231 | 37,419 | 37,506 | 30,561 | 29,606 | 29,839 | 38,308 | 34,620 | 33,978 | |
| 2. Drugs and dyes.. | 56,751 | 53,895 | 56,807 | 52,895 | 48,157 | 47,798 | 46,214 | 47,972 | 47,612 | 44,785 | |
| 3. Iron .. | 31,803 | 29,497 | 28,148 | 23,429 | 24,414 | 20,670 | 18,016 | 20,409 | 17,166 | 16,775 | |
| 4. Flax .. | 4,395 | 4,384 | 5,439 | 4,930 | 7,041 | 7,035 | 7,055 | 9,620 | 8,542 | 12,700 | |
| 5. Glass .. | 8,777 | 8,832 | 8,138 | 8,842 | 8,902 | 8,749 | 7,792 | 7,831 | 6,467 | 4,859 | |
| 6. Instruments .. | 20,945 | 18,341 | 16,029 | 17,146 | 16,442 | 15,688 | 16,421 | 15,918 | 17,157 | 14,862 | |
| 7. Clothes .. | 32,756 | 39,294 | 46,139 | 29,712 | 27,480 | 28,423 | 30,578 | 38,165 | 35,673 | 41,778 | |
| 8. Copper .. | 10,536 | 7,711 | 8,302 | 6,990 | 6,641 | 5,065 | 5,386 | 6,309 | 6,946 | 5,711 | |
| 9. Hardware .. | 34,921 | 39,111 | 37,552 | 14,379 | 16,297 | 13,722 | 13,719 | 15,062 | 14,771 | 16,173 | |
| 10. Leather .. | 37,537 | 36,053 | 38,395 | 34,664 | 36,822 | 39,052 | 39,139 | 41,761 | 40,132 | 36,023 | |
| 11. Literature and art | 27,468 | 24,006 | 21,456 | 20,272 | 21,571 | 19,053 | 16,986 | 18,949 | 19,099 | 16,351 | |
| 12. Groceries, con- fectionery .. | 162,598 | 148,765 | 161,977 | 167,995 | 164,341 | 179,444 | 153,176 | 166,424 | 168,399 | 130,069 | |
| 13. Paper .. | 25,256 | 25,722 | 29,335 | 32,968 | 31,304 | 29,704 | 29,845 | 28,377 | 26,332 | 22,446 | |
| 14. Silk .. | 46,897 | 38,237 | 36,966 | 37,029 | 33,797 | 53,126 | 47,549 | 50,447 | 56,919 | 66,776 | |
| 15. Wool .. | 53,087 | 51,556 | 49,443 | 47,226 | 43,360 | 50,154 | 47,424 | 47,948 | 51,447 | 53,236 | |
| 16. Zinc .. | 9,159 | 8,697 | 10,402 | 9,005 | 9,332 | 11,026 | 11,845 | 11,899 | 13,686 | 15,402 | |

FRANKFORT.

GENERAL Imports and Exports in Quantities for the Year 1899
arranged according to the Classification in the German
Customs Tariff.

| Articles. | Quantity. | |
|---|----------------|----------------|
| | Imports. | Exports. |
| | Met. centners. | Met. centners. |
| Rags, refuse of every description.. .. | 10,299,026 | 1,384,670 |
| Cotton and cotton goods | 3,943,118 | 1,003,638 |
| Lead and leaden goods | 561,819 | 413,697 |
| Brushes and sieve goods | 9,137 | 22,993 |
| Drugs and dyes | 12,850,801 | 7,964,484 |
| Iron and iron goods | 8,393,392 | 15,098,866 |
| Ores, fine metals, asbestos, &c. .. | 73,568,701 | 56,911,842 |
| Flax and other vegetable spinning material, except cotton.. .. | 2,338,024 | 581,747 |
| Corn and other agricultural products .. | 66,444,554 | 8,239,830 |
| Glass and glassware | 141,709 | 1,218,855 |
| Human and horsehair, feathers, bristles.. | 162,732 | 54,791 |
| Hides | 1,193,018 | 523,359 |
| Wood and other carving materials, also goods thereof | 53,293,286 | 5,626,462 |
| Hops | 30,715 | 76,978 |
| Instruments, machines, vehicles .. | 1,504,385 | 2,832,450 |
| Calenders | 1,981 | 2,115 |
| Caoutchouc, guttapercha, and goods thereof | 153,692 | 104,323 |
| Clothes and underwear | 4,174 | 103,187 |
| Copper and copper goods | 849,520 | 593,759 |
| Hardware, &c. | 8,929 | 358,466 |
| Leather and leather goods | 116,264 | 198,572 |
| Linen yarn, linen, linen goods | 231,010 | 148,619 |
| Candles | 800 | 6,478 |
| Literary and art goods | 57,744 | 183,544 |
| Groceries and confectionery | 13,959,626 | 17,512,198 |
| Oils, not otherwise mentioned, fats .. | 7,630,243 | 1,758,728 |
| Paper and cardboard goods | 427,067 | 1,837,503 |
| Furs.. .. | 7,891 | 5,715 |
| Petroleum | 10,763,581 | 155,778 |
| Silk and silk goods | 71,264 | 68,968 |
| Soap and perfumery | 21,221 | 84,430 |
| Playing cards | 29 | 1,271 |
| Stones and earthenware | 11,923,023 | 6,430,178 |
| Coal, brown coal, coke, peat | 154,369,437 | 165,168,761 |
| Straw and hempen goods | 22,382 | 15,509 |
| Tar, pitch, resin, asphaltum | 2,639,560 | 932,865 |
| Animals and animal products, not other- wise mentioned | 1,822,979 | 112,038 |
| Clay goods | 2,308,757 | 4,647,769 |
| Cattle | 1,574,122 | 113,205 |
| Oilcloth | 5,321 | 10,024 |
| Wool and woollen goods | 2,441,417 | 773,152 |
| Zinc and zinc goods | 239,744 | 667,393 |
| Tin and tin wares | 123,581 | 25,833 |
| Goods, incompletely specified | .. | 35,034 |
| Total, 1899 | 446,515,012 | 804,030,077 |
| „ 1898 | 427,298,388 | 300,943,183 |
| Increase, 1899 | 19,216,624 | 3,086,894 |

GENERAL Imports and Exports in Value for the Year 1899, as compared with those of the Year 1898, calculated for 1899 according to the Prices fixed for 1898.

| Articles. | Value in Thousand Marks. | | | |
|---|--------------------------|-----------|-----------|-----------|
| | Imports. | | Exports. | |
| | 1899. | 1898. | 1899. | 1898. |
| Rags and refuse of every description ... | 78,419 | 87,419 | 14,024 | 12,304 |
| Cotton and cotton goods ... | 317,440 | 336,087 | 254,655 | 231,886 |
| Lead and leaden goods ... | 15,518 | 13,333 | 17,647 | 16,961 |
| Brush and sieve goods ... | 2,855 | 2,749 | 11,129 | 9,680 |
| Drugs and dyes ... | 248,544 | 230,027 | 370,773 | 339,953 |
| Iron and iron goods ... | 100,595 | 98,209 | 409,808 | 365,141 |
| Ore, fine metals, asbestos, &c. ... | 476,445 | 511,169 | 228,143 | 319,454 |
| Flax and other vegetable spinning material, except cotton ... | 85,453 | 94,818 | 21,488 | 20,287 |
| Corn and other agricultural products ... | 581,298 | 932,080 | 123,590 | 119,429 |
| Glass and glassware ... | 10,808 | 10,420 | 41,906 | 39,067 |
| Human and horsehair, feathers, bristles ... | 54,586 | 50,910 | 32,285 | 28,373 |
| Hides ... | 161,609 | 184,593 | 84,854 | 83,163 |
| Wood and other carving material, also goods thereof ... | 394,427 | 387,771 | 117,160 | 114,250 |
| Hops ... | 12,132 | 9,423 | 28,097 | 27,135 |
| Instruments, machines, vehicles ... | 75,854 | 60,750 | 246,890 | 217,790 |
| Calenders ... | 546 | 522 | 635 | 528 |
| Caoutchouc, gutta-percha, and goods thereof ... | 87,838 | 87,797 | 72,377 | 53,976 |
| Clothes and underwear ... | 11,870 | 10,299 | 116,789 | 107,379 |
| Copper and copper goods ... | 99,527 | 101,889 | 107,258 | 98,060 |
| Hardware, &c. ... | 46,608 | 43,800 | 134,876 | 126,478 |
| Leather and leather goods ... | 58,534 | 61,158 | 162,676 | 148,117 |
| Linen yarn, linen, and linen goods ... | 31,382 | 31,805 | 25,618 | 22,804 |
| Candles ... | 72 | 97 | 518 | 514 |
| Literary and art works ... | 44,449 | 41,587 | 139,207 | 135,323 |
| Groceries and confectionery ... | 687,527 | 683,733 | 368,631 | 374,843 |
| Oils, not otherwise mentioned, and fats ... | 191,351 | 196,785 | 36,313 | 32,116 |
| Paper and cardboard goods ... | 15,273 | 14,586 | 98,215 | 95,915 |
| Furs ... | 2,322 | 2,310 | 4,797 | 3,978 |
| Petroleum ... | 82,186 | 80,173 | 1,437 | 1,341 |
| Silk and silk goods ... | 176,196 | 165,646 | 168,840 | 168,778 |
| Soap and perfumery ... | 2,396 | 1,824 | 16,640 | 14,167 |
| Playing cards ... | 10 | 8 | 381 | 340 |
| Stones and earthenware ... | 40,095 | 37,843 | 29,827 | 27,935 |
| Coal, brown coal, coke, and peat ... | 141,252 | 132,941 | 206,809 | 206,292 |
| Straw and hemp goods ... | 8,779 | 9,020 | 3,434 | 3,229 |
| Tar, pitch, resin, and asphaltum ... | 39,392 | 38,159 | 11,018 | 9,872 |
| Animals, and animal products not otherwise mentioned ... | 153,096 | 143,428 | 9,841 | 8,334 |
| Clay goods ... | 8,883 | 8,244 | 63,776 | 59,661 |
| Cattle ... | 154,708 | 150,918 | 17,008 | 18,789 |
| Oilecloth ... | 988 | 936 | 1,727 | 1,427 |
| Wool and woollen goods ... | 466,730 | 412,665 | 314,907 | 311,614 |
| Zinc and zinc goods ... | 9,867 | 10,082 | 31,727 | 31,224 |
| Tin and tinware ... | 18,194 | 21,602 | 6,826 | 5,826 |
| Goods incompletely specified ... | ... | ... | 9,141 | 7,422 |
| Total ... | 5,495,853 | 5,439,676 | 4,151,707 | 4,010,555 |
| Increase, 1898 ... | | 56,177 | | 141,142 |

According to these tables the development of the exchange of Trade. goods on both sides is entirely satisfactory. In the German exports to the United Kingdom only a few categories show a decrease, such as, e.g., clothes, hardware and paper. The others show throughout an increase as against 1897. The constant increase in the German export is remarkable as to cotton goods, drugs, iron, instruments, machines, copper and wool. This increase is so considerable that the retrogression in prices during the last year has thereby been made up altogether. The other articles, such as silk, groceries, also leather, showed in former years in some

instances higher figures. As regards the British export to Germany, the last year was not quite so favourable. For instance, a decrease may be observed in cotton and cotton goods, drugs and dyes, iron, hides and skins as well as in wool, whereas the British export of machines and instruments, caoutchouc and gutta-percha, copper, hardware, linen, groceries, oil, fats, coal, tar and pitch has risen. Most remarkable is the decrease in the export of wool and woollen goods, as well as cotton and partially also of silk, which points to the unfavourable position of the textile industries. Germany could at present take up much more iron, iron goods and coal, if adequate quantities could be exported.

German
export trade.

The development of the German export trade during the last five years is seen from the following official figures :—

| Year. | Imports. | | Exports. | |
|------------|------------|--------------------------|------------|--------------------------|
| | Quantity. | Value in 1,000 Marks. | Quantity. | Value in 1,000 Marks. |
| | Tons. | | Tons. | |
| 1894 | 32,022,502 | 4,285,533 | 22,883,717 | 3,051,480 |
| 1895 | 32,536,976 | 4,246,111 | 23,829,658 | 3,424,076 |
| 1896 | 36,410,257 | 4,557,951 | 25,719,976 | 3,753,822 |
| 1897 | 40,162,317 | 4,864,644 | 28,019,940 | 3,786,241 |
| 1898 | 42,729,839 | 5,439,676 | 30,094,818 | 4,010,565 |

The imports and exports of the year 1898 divided among the different continents are seen from the following table :—

| Country. | Imports. | | Exports. | |
|-----------------|------------|--------------------------|------------|--------------------------|
| | Quantity. | Value in 1,000 Marks. | Quantity. | Value in 1,000 Marks. |
| | Tons. | | Tons. | |
| Europe | 35,188,735 | 3,577,999 | 28,242,874 | 3,208,930 |
| Africa | 305,679 | 101,168 | 112,685 | 63,996 |
| Asia | 932,317 | 339,336 | 315,145 | 170,087 |
| America | 6,162,410 | 1,329,216 | 1,288,154 | 532,300 |
| Australia | 120,079 | 88,295 | 133,479 | 84,669 |

In the five years 1894-98 the export has risen by nearly 1,000,000,000 marks; the value of import in 1898 is by 1,154,000,000 marks larger than that of 1894. The value of the imports from Europe to Germany has risen, as against 1897, by 326,200,000 marks; from Africa by 9,900,000 marks; from America by 249,100,000 marks, and from Australia by 1,200,000 marks. It has decreased, however, from Asia by 12,800,000 marks.

The value of the export to Europe increased by 233,100,000 marks; to Africa by 3,600,000 marks; to Asia by 32,900,000

marks; to Australia by 2,000,000 marks. On the other hand, the export to America sank by 67,300,000 marks. While thus the import from America shows an increase by 249,100,000 marks, the German export to that country has at the same time decreased by 67,300,000 marks. The German-American commercial balance sheet accordingly has in this year become worse by 316,400,000 marks, a condition of things which has been much commented on.

The following table of imports shows the relative position of the various countries arranged according to the importance of their participation:—

| Country | 1898. | | 1897. | |
|---------------------------------|--------------------------|--------------|--------------------------|--------------|
| | Value in 1,000 Marks. | Per Cent. | Value in 1,000 Marks. | Per Cent. |
| United States | 877,238 | 16·1 | 657,995 | 13·5 |
| United Kingdom | 825,672 | 15·2 | 661,532 | 13·6 |
| Russia (including Finland) .. | 736,519 | 13·5 | 708,319 | 14·6 |
| Austria-Hungary | 661,176 | 12·2 | 600,293 | 12·3 |
| France (with Algiers and Tunis) | 269,308 | 5·0 | 248,844 | 5·1 |
| British East India | 220,942 | 4·1 | 204,609 | 4·2 |
| Belgium | 201,856 | 3·7 | 186,512 | 3·8 |
| Netherlands | 184,110 | 3·4 | 185,234 | 3·8 |
| Switzerland | 178,518 | 3·2 | 158,613 | 3·3 |
| Italy | 170,315 | 3·1 | 152,981 | 3·1 |
| Argentina | 145,940 | 2·7 | 109,313 | 2·2 |

Up to 1896 the United Kingdom ranked first among the German countries of import; in 1897 Russia took the first place with 14·6 per cent. In the year 1898 Russia was replaced by the United States, the participation of which in the German imports has since advanced by 4 per cent. The imports from the United Kingdom, however, have not become smaller; their value rose from 661,500,000 marks in the year 1897 to 825,700,000 marks in 1898, and the participation of the United Kingdom from 13·6 to 15·2 per cent., so that the increase is not only an absolute, but also a relative one.

The same conditions of export are seen from the following table as to German exports to the separate countries:—

| Country. | 1898. | | 1897. | |
|----------------------------|--------------------------|--------------|--------------------------|--------------|
| | Value in 1,000 Marks. | Per Cent. | Value in 1,000 Marks. | Per Cent. |
| United Kingdom.. .. | 803,830 | 20·0 | 701,675 | 18·5 |
| Austria-Hungary.. .. | 453,683 | 11·3 | 435,131 | 11·5 |
| Russia and Finland | 440,506 | 11·0 | 372,064 | 9·8 |
| United States | 334,562 | 8·3 | 397,491 | 10·5 |
| Netherlands | 280,091 | 7·0 | 263,862 | 7·0 |
| Switzerland | 255,933 | 6·4 | 254,393 | 6·7 |
| France, Alsiers, and Tunis | 205,901 | 5·1 | 210,410 | 5·6 |
| Belgium | 187,271 | 4·7 | 189,619 | 5·0 |
| Denmark | 120,236 | 3·0 | 107,387 | 2·8 |
| Sweden | 106,969 | 2·7 | 92,915 | 2·5 |
| Italy | 94,358 | 2·4 | 90,255 | 2·4 |

In export the United Kingdom likewise ranked first in 1898. In 1894 the British participation amounted to 20·8 per cent.; it decreased somewhat during the following years, represented in 1897 18·5 per cent., and rose in 1898 to 20 per cent., so that a full fifth of the German export goes to the United Kingdom. The participation of Austria-Hungary has decreased relatively by a fraction (0·2 per cent.) though absolutely the export of goods has risen. The participation of Russia has increased by 1·2 per cent., whereas the unfavourable development of the German export to the United States is expressed also by the sinking in the percentage by 2·2 per cent. This development must be styled enormous, since such changes in the relationship of the various countries to each other are quite unusual. This decrease may principally have been brought about by a reduction of the sugar export. Also with regard to Spain the German export suffered a decrease; it amounted in 1896 to 39,400,000 marks, but in 1898 only to 24,700,000 marks. Furthermore the export to Chile in the same period sank from 34,600,000 to 20,300,000 marks; the export to Venezuela (4,200,000 marks as against 6,400,000 marks) and the export to the Transvaal, which amounted in 1896 to 13,700,000 marks, in 1897 to 12,000,000 marks, but in 1898 only to 9,100,000 marks.

The introduction of subsidised steamship lines, the acquisition of Kiaochow and the efforts which are being directed to the cultivation of German relations in East Asia, make the development of commerce with China and Japan at present appear especially interesting. The following tables give a survey as to the existing trade:—

German
trade
with East
Asia.

IMPORTS.

| Year. | Value in 1,000 Marks. | |
|--------------|-----------------------|--------|
| | Japan. | China. |
| 1889 | 3,460 | 7,443 |
| 1890 | 4,680 | 7,770 |
| 1891 | 7,254 | 12,155 |
| 1892 | 7,848 | 12,489 |
| 1893 | 7,600 | 15,980 |
| 1894 | 6,955 | 27,091 |
| 1895 | 7,792 | 27,084 |
| 1896 | 11,422 | 41,791 |
| 1897 | 12,153 | 57,451 |
| 1898 | 10,309 | 39,513 |

EXPORTS.

| Year. | Value in 1,000 Marks. | |
|--------------|-----------------------|--------|
| | Japan. | China. |
| 1889 | 18,529 | 24,339 |
| 1890 | 18,481 | 29,863 |
| 1891 | 14,309 | 32,914 |
| 1892 | 17,108 | 29,980 |
| 1893 | 18,578 | 33,268 |
| 1894 | 17,076 | 28,155 |
| 1895 | 26,077 | 35,412 |
| 1896 | 35,613 | 45,281 |
| 1897 | 39,247 | 32,334 |
| 1898 | 42,996 | 48,010 |

The increase of the German export of goods to Eastern Asia has accordingly been rapid and general. In some respects the increase is perhaps only apparent inasmuch as many goods now by means of the subsidised lines go from Germany direct to East Asia, which formerly went there through foreign agents; anyhow the improvement of the sea traffic has proved beneficial to Germany. In the year 1880 the German export to China represented but a value of 7,000,000 marks: the German export to Japan but 2,700,000 marks. At the same time the Japanese imports to Germany represented but 555,000 marks; they receded even in the following years to 48,000 marks, rose only in 1887 again to 815,000 marks, and amounted in 1888 to 1,600,000 marks; from that period dates the rise. The Chinese import amounted in 1880 to 1,300,000 marks, it decreased likewise in the following years and fell in 1883 with 306,000 marks to its lowest level. In 1886 its value was but 2,000,000 marks; in 1887, 1,800,000 marks; in 1888, 2,200,000 marks; and from 1889 also a rapid increase took place.

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The principal articles of the German-Chinese traffic are as follows :—

| Articles | Value in 1,000 Marks. | | | |
|-----------------------------|-----------------------|-------|----------|-------|
| | Imports. | | Exports. | |
| | 1898. | 1897. | 1898. | 1897. |
| Cotton and cotton goods .. | 83 | 167 | 1,142 | 948 |
| Drugs and dyes | 4,045 | 3,326 | 6,836 | 6,883 |
| Iron and iron goods .. | 2 | 119 | 9,310 | 9,851 |
| Hair, bristles | 5,894 | 3,539 | 11 | 18 |
| Hides and skins | 2,694 | 2,104 | 97 | 95 |
| Instruments and machines .. | 26 | 16 | 15,366 | 897 |
| Copper and copper goods .. | 30 | 12 | 4,165 | 3,467 |
| Groceries | 3,695 | 3,317 | 2,045 | 1,395 |
| Silk and silk goods | 1,705 | 784 | 115 | 165 |
| Straw and straw goods .. | 1,859 | 2,029 | .. | .. |
| Wool and woollen goods .. | 197 | 190 | 5,087 | 6,170 |

The import of 1898 includes besides 17,800,000 marks, and in 1897 29,400,000 marks for precious metals.

The great increase in the export of machines, vehicles, &c., in 1898 is explained by the fact that in this section three sea-going vessels worth 14,000,000 marks are included.

The principal figures of German commerce with Japan are seen from the following tables :—

| Articles. | Value in 1,000 Marks. | | | |
|---|-----------------------|-------|----------|-------|
| | Imports. | | Exports. | |
| | 1898. | 1897. | 1898. | 1897. |
| Drugs and dyes | 1,169 | 1,754 | 6,538 | 5,545 |
| Iron and iron goods .. | 11 | 3 | 4,221 | 5,718 |
| Instruments, machines, and vehicles | 10 | 17 | 5,002 | 2,704 |
| Groceries, &c. | 281 | 1,581 | 9,764 | 8,109 |
| Copper and copper goods .. | 2,450 | 2,808 | 298 | 374 |
| Oils, fats | 1,357 | 1,002 | 10 | 6 |
| Paper and paper goods .. | 193 | 180 | 3,538 | 2,268 |
| Wool and woollen goods .. | 15 | 2 | 8,090 | 9,166 |

GERMAN Commerce with East Asia.

| Year. | Value in 1,000 Marks. | |
|--------------|-----------------------|----------|
| | Imports. | Exports. |
| 1889 | 96,250 | 26,502 |
| 1890 | 128,704 | 32,165 |
| 1891 | 157,001 | 33,094 |
| 1892 | 149,861 | 32,278 |
| 1893 | 178,809 | 46,936 |
| 1894 | 164,130 | 39,169 |
| 1895 | 162,128 | 44,661 |
| 1896 | 171,163 | 49,179 |
| 1897 | 204,609 | 47,271 |
| 1898 | 220,942 | 57,131 |

The import from the East Indies into Germany in 1898 consists principally in cotton, 25,500,000 marks; drugs, 11,400,000 marks; flax, &c., 33,070,000 marks; cereals, 55,300,000 marks; hides and skins, 16,700,000 marks; wood, 7,600,000 marks; caoutchouc and guttapercha, 5,400,000 marks; as well as in groceries, 46,700,000 marks. German trade with India.

In the German export cotton goods preponderate with 5,500,000 marks; dyes, 16,600,000 marks; iron, 7,700,000 marks; groceries, 4,700,000 marks; silk goods, 3,000,000 marks; and woollen goods with 6,700,000 marks.

The import into Germany of rice in 1898 amounted to 35,500,000 marks, as against 47,300,000 marks in the year 1897.

Germany's export trade to the United States increased in 1899 to 91,675,420 dol. 41 c. (according to American statistics) from 83,969,683 dol. 63 c. in 1898; however, the export of various goods to America is receding in a remarkable degree. In this decrease the textile and leather industries are more especially concerned. Germany's export trade to the United States.

The German participation in the commercial shipping in China corresponds almost exactly with the size of the different commercial fleets. More than one-half of the entire value of the cargoes that enter and leave Chinese harbours sailed under the British flag. If the participation of the United Kingdom, China and Japan is deducted, German ships transported 55 per cent. of the remainder, i.e., about one-tenth of the entire trade. In 1897-98 German vessels made 1,091 sea voyages, trading with Chinese harbours with more than 1,000,000 registered tons. To these must be added the other shorter trips in the East Asian waters, viz., 380 sea voyages between East Asia and China, 326 between Japan and China, 105 between Asiatic Russia and Corea as well as finally 134 trips in the coasting trade between Japanese harbours. Altogether this gives 2,036 sea voyages with 1,340,000 registered tons, which were made in one year by German ships between Eastern Asiatic harbours. In consequence of German German commercial shipping in China.

enterprise in Shantung an increase is expected in the participation of the German flag in the Chinese shipping, especially if the expectations in regard to Shantung coal are realised.

German
Levant line.

On September 6 of the year under report the German Levant line at Hamburg was able to look back upon 10 years' work. It was founded for the purpose of exporting German manufactures from the centre and east of Germany to the Levant—especially to Greece, Eastern Roumelia, and Turkey. For this purpose a combined land and sea traffic was organised, in favour of which the railway rates were considerably reduced. The freightage, therefore, to the Levant can be calculated direct through from the railway stations to the seaports at one rate; the transport is also quite direct. Notwithstanding many attacks this tariff seems to have proved of good service to the export trade, although the transport to the south and west viâ Antwerp and Rotterdam is still preferred, as was formerly the case viâ the more distant port of Hamburg. In 1890-91 the German Levant line arranged for 24 voyages; in 1898, for 61; and the fleet of the company has been increased from 4 to 17 cargo steamers of 4,200 to 20,000 tons capacity. In 1899 the German Levant line also added two fast steamers, which accomplished the journey to Malta in nine days, to the Piræus in 11 days, to Smyrna in 13 days, and to Constantinople in 15 days. By means of these special steamers the passenger trade, following the example of the North German Lloyd and the Hamburg-American Packet Steamship Company is also to be cultivated. To the direct harbours of embarkation Samsun and Trebizond on the Black Sea have of late been added, likewise Algiers and Russian harbours. At the end of the year a new tariff for the German Levant traffic came into operation, which contains several reductions. Similar tariffs, however, have since been organised for various countries, *e.g.*, for the Austro-Hungarian Levant traffic viâ Trieste and Fiume, for the Swiss-Italian Levant traffic viâ Genoa, for the Swiss-French Levant traffic viâ Rotterdam and Amsterdam, for the German-Belgian Levant traffic viâ Antwerp, for the Roumanian-Rotterdam steamship lines, &c.; furthermore, oversea tariffs of the Forenedi-Dampskibs-Selskab, of the Oestlandske Lloyd, of the North German Lloyd, of the Steamship Company Kosmos, the Red Star line and of the Johnston line.

German and
British
flannels in
Japan.

Japan was formerly an excellent field for export of German flannels, which dominated the market there. It seems, however, that a noteworthy change in the consumption is taking place in Japan which offers favourable chances to the British manufacturers. The "Tiji Schimpo," which appears in Tokio, gives the following official figures as regards the import of flannels during the last three years (in yen):—

| Year. | Value. | From Germany. | From England. |
|-----------------------|-----------|------------------|------------------|
| | Yen. | Per cent. | Per cent. |
| 1896 | 1,999,444 | 89·9 | 10·1 |
| 1897 | 1,187,655 | 89·8 | 10·7 |
| 1898 | 1,380,037 | 88·7 | 11·7 |
| 1899 (first 6 months) | 72,522 | 61·7 | 38·3 |

In the first half of the year 1899, consequently, the import has altogether fallen off seriously, owing, probably, to the laying in of great quantities of stock by the importers on account of the new tariff. But it appears also that German flannel, which is thick and heavy, is actually going out of fashion, and is being replaced by the thinner and finer British product. The Japanese goods will probably become more dangerous to the German product—which is of inferior quality—than it will to the British make, which is superior.

The falling-off in the import of Irish linen into Germany is attributed to various reasons; among these may be cited as the most important—the improvement of the German linen industry, the fact that in many instances cotton is now replacing the linen formerly used, and finally the addition to the Irish linen of cotton, which has robbed this article of a good deal of its former reputation. The increasing popularity of coloured shirt patterns in Germany, which are either manufactured from British zephyr or even cheaper coloured prints, seems likely to reduce permanently the use of Irish linen. At the same time also, white piqué is being used, which is principally imported from France. The manufacture of cheap cotton collars, for which the material is principally procured from Austria, has of late made considerable progress, much to the detriment of Irish linen.

Falling-off in the import of Irish linen to Germany.

The Federal Council on October 19 passed a resolution which may tend to interfere with the finishing traffic (Veredelungs- Chinese straw plait), which, so far has been carried on in Germany with Chinese straw plait. This resolution prescribes that raw straw plaits are admissible to be worked up by bleaching and dyeing, on condition that the duty for that portion of the goods remaining in the country be paid according to its weight in the finished state, and without regard to its origin from one of the most-favoured countries, at the tariff treaty rate of No. 35 C (24 marks per 100 kilos.). China does not enjoy in Germany the rights of the most-favoured-nations clause. Raw straw plaits of Chinese origin accordingly hitherto paid a duty of 18 marks per 100 kilos.; in the “Veredelungsverkehr” they will now be admitted at the rate of 10 marks duty. Hitherto Chinese ribbons frequently passed through the United Kingdom, were “worked up” there, and then naturally went to Germany as British and most-favoured-nation articles, and paid the duty of 10 marks.

The import was during the last three years as follows:—

| From— | 1896. | | 1897. | | 1898. | |
|-------------------|-----------|---------------------------|-----------|---------------------------|-----------|---------------------------|
| | Quantity. | Value in 1,000,000 Marks. | Quantity. | Value in 1,000,000 Marks. | Quantity. | Value in 1,000,000 Marks. |
| | Tons. | | Tons. | | Tons. | |
| China | 721 | 1.1 | 692 | 1.2 | 817 | 1.0 |
| Japan | 93 | 0.4 | 1.9 | 0.6 | 192 | 0.5 |
| Great Britain ... | 272 | 0.4 | 5.9 | 1.8 | 659 | 1.6 |

British watches in Germany.

In 1897 no British watches in cases not of gold or silver were imported into Germany at all; in 1898, however, 14,343, and in 1899 12,542 were received.

The uniform numbering of yarn.

The endeavours hitherto made to procure a uniform numbering of yarn according to the metric system, upon which I have already reported in former years, have meanwhile been further pursued. The very influential central union of German industrials has caused a query paper to be circulated in reference to this question; the Chambers of Commerce have likewise sent in reports thereon, and the economic committee was at the beginning of this year also to discuss the subject. The results of these steps have not become known. A Congress of the textile industries of all civilised States was planned to be held during the Paris Exhibition in order to discuss anew the question of a uniform numbering of yarns. Apart from a few British manufacturers of textile goods, the French Committee of the Congress has submitted a proposal to the French Government that the Governments of the different States should be requested to send official delegates to Paris to attend a Congress on this question. This Congress would have to pass distinct resolutions for the respective Governments, and not to commence discussing the matter only from the point of view of those interested. As is reported from Paris, there is no doubt that the French Government will send a delegate to this Congress.

I have treated of the reasons for the uniform numbering of yarn in view of export in my report for 1898,* page 29. A new regulation has also been announced as to the sale of yarn, with reference to Sec. 5 of the law to combat unfair competition. This would touch the retail sale as to distinct quantities, and accordingly be of interest for the export into Germany.

British commercial travellers.

British commercial travellers are generally accustomed to depreciate the importance of smaller places in Germany. Germany is the country of decentralisation. Though large towns are obviously of more importance, good sales can often be effected in smaller places. British commercial travellers thus visit Frankfort, but pass by smaller provincial towns such as Wiesbaden, Hanau, Giessen, Cassel, Offenbach, Mainz, and Darmstadt. These places are especially important for clothes, hats, trimmings, groceries, leather, cigarettes, &c.

English the world's

It is very pleasant to notice how often in the broad-minded,

* No. 2312 Annual Series.

scientific circles of Germany an independent judgment and estimation of the intellectual importance of the United Kingdom is found. As a proof of this I would like to point to the excellent lecture delivered by Privy Councillor Professor Dr. Dietz, of the Berlin University, on June 30, 1898, before the Prussian Academy of Science in commemoration of the philosopher Leibniz. Dr. Dietz illustrated the endeavours of Leibniz to centralise the sciences, and remarked, "That a part of this task is also the creation of a universal language, a uniform mode of expression for all civilised countries, so that they might combine their abilities for the promotion of science. Universal languages in a certain sense have already existed formerly, *e.g.*, Assyrian from the Euphrates to the Nile, as the language of diplomatists, Greek, and later on Latin. The endeavour of Richelieu to raise French to be the universal language failed with the downward course of the political influence of France. On the other hand, the sphere of influence of English is spreading more and more, and the English language seems destined to assume its sway throughout the world. Apart from the immense political influence which the United States and the United Kingdom with her colonies exercise upon the world, as well as the supremacy which the English-speaking population alone exercises by its numerical preponderance, the English language, even by its entire structure, seems pre-destined to become the language of the world. It has, in the first instance, freed itself early from all superfluous ballast of declensions and conjugations; it has freed itself from gender, and by being founded on roots, is a most suitable language of command for a governing race. But furthermore, by amalgamating with the Germanic original the refined French element introduced at the Norman Conquest, it has effected a mixture in language of two principal streams of culture, that of the Romans and Germans, and has adapted these different elements by their energetic accent and sound in such a manner that the young Englishman unconsciously from early childhood amalgamates valuable elements of cultivation dating back 1,000 years in his Germanic-Roman mixed speech, which every other nation only acquires with great pains and at great expense. It may be that such a mixed language is offensive to national sentiment, and that the entire deterioration in the form of the language, as is shown in the dropping of flexions, appears as an unsightly loss, yet from a practical point of view, English is undoubtedly the language of the future."

These remarks have aroused great attention in professional circles. The study of English as the language that is practically the most extended, is carried on in a constantly increasing degree in scientific and commercial circles, and in many well-to-do German families English nurses are to be found to teach children the English language.

In the 10 years 1890-99 the number of spindles in the Jute German jute industry has risen from 73,226 to 135,000, and the number of weaving machines from 3,558 to 6,545. If this signifies an increase in the producing machines of approximately

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85 per cent., the quantity of raw jute worked up in Germany, on the other hand, does not show any such great increase. During the last 10 years the imports were: 69,809 tons, 81,981, 54,092, 82,839, 71,670, 106,290, 88,255, 79,624, 132,763, and (in round figures) 77,000 tons. Accordingly the quantity of import has risen from 68,600 tons on the average of the three years 1890-92 to 96,800 tons on the average of the three years 1897-99, *i.e.*, by a little over 40 per cent. The production of jute goods, which it is estimated has reached now annually the value of 50,000,000 marks, can accordingly by no means have increased so much in the last few years as to practically surpass the demand. If in spite of this an over-production is perceptible, this is caused less by the increase of the home production than by the increased import of jute yarn and jute textiles, and more especially of jute sacks. In order to hinder the import of the latter, a change in the German customs regulations is desired on the part of those interested to the effect that in future the free import of this article used for the packing of sugar for export, &c., may no longer be allowed, or at least be restricted.

Artificial
indigo.

How great the importance of indigo is from an economic and technical point of view is seen from the fact that the entire world's production of artificial dye-stuffs is equalled in value by the production of natural vegetable indigo. The value of the total yearly production is estimated at about 80,000,000 marks. The consumption of indigo in Germany fluctuated in the years 1888-97 annually about 1,000,000 kilos., which represented a value of 10,000,000 marks in round figures. In view of the immense importance of indigo for commerce and manufacture, great excitement was necessarily created when the Badish Aniline and Soda Factory at Ludwigshafen in July, 1897, brought out a dye-stuff which it manufactures from the products of coal-tar, especially from naphthalin, and which in its chemical nature and dyeing properties is absolutely identical with the indigotin and indigo blue of the natural vegetable. The factory has invested, it is said, a capital of 10,000,000 marks (500,000*l.*) in this manufacture, and the new colour, the artificial or synthetic indigo, at once commenced to exercise its influence upon the market and trade, although the difference in price between natural and artificial indigo even to-day is not yet great. 8 kilos. of naphthalin give 1 kilo. of artificial indigo. The manufacture of artificial indigo, which is a new triumph of the highly advanced German chemical industry, has already its history. Its theoretic basis was given in the 70's and 80's by the Munich scientist, Adolf von Beyer, through his researches in indigo. Since then numerous men of science have worked at the artificial composition of indigo, and the problem had theoretically been solved by several of them, but the application of their methods to practical use and manufacturing purposes was always rendered impossible on account of the complicated process or the high cost demanded for its production. It was only after 20 years that the Baden aniline factory hit on the right course. The present artificial

indigo of commerce represents almost pure indigotin. It is sold in the form of a 97 per cent. powder, whereas the indigotin contained in vegetable indigo fluctuates between 70 to 80 per cent. It contains no indigo red, no indigo brown, and no indigo glue. The lack of indigo red and indigo glue, which both seem to be of some importance in the relation of the dye-stuff to the fibre are its special disadvantages. The indigo red seems to be of importance in the production of darker shades of colour. There is no doubt that at some time not too far off it will be possible to produce this ingredient also. Artificial indigo is used by dyers in the same way as vegetable indigo. If it is possible to render the process of manufacture materially cheaper and thereby to considerably reduce the price of artificial indigo, the danger to natural indigo will be greatly increased; it is, indeed, to be feared that the same fate awaits this dyeing plant, which is greatly grown in British territories, as through the never-resting chemical industry awaited the Krapp plant, the cultivation of which nowadays no longer pays. In artificial indigo we have a new example of the manner in which the combination of science and technics interferes in, and revolutionises the most varied spheres and destroys as well as creates great wealth. In the territories in which natural indigo is grown, the intensity and magnitude of the danger which lies in the advance of the artificial product ought not for a moment to be disregarded. The struggle between artificial and natural indigo has already commenced. The latter still shows some advantages inasmuch as its by-products, such as indigo glue, indigo red, &c., aid the dyeing process to some extent. If natural indigo is to retain its position, every effort must be directed in a rational manner to organising its culture towards the manner in which it is collected and the way the dye is shipped. In order to obtain a favourable result the ablest experts should co-operate in this important task. To-day the fate of East Indian indigo culture lies unfortunately in the retorts of the chemical factories. As far as the price is concerned, the manufacturers of the artificial article so far follow the plan of always keeping it a fraction below that of the same quantity of the natural product yielding as much dye-stuff in proportion. This method is observed, because so far only a portion of the entire world's demand of indigo can be produced by chemical process, and because, naturally, the factory which first succeeded in its manufacture is trying to make the greatest possible profit by the advantage it has gained over others. All this will be changed as soon as chemistry alone can supply the world's demand.

In the report for 1899 of the "Dyeworks formerly Meister, Lucius and Brüning" at Höchst a/Main, it is said that the manufacture of its synthetic indigo had made good progress—that the company brought on the market considerable quantities of the dye, and had also concluded large contracts for future delivery. Other manufacturers are experimenting to find out new methods, and have partially even acquired patents. Theoretically the question may well be raised, whether from the coal tar products

obtainable, the raw material for manufacturing indigo synthetically can be obtained in such great quantities as is required to replace the vegetable indigo. There would probably soon arise a scarcity as to toluol. The Baden Aniline Works, however, use principally naphthaline, which is to be had in greater quantities—whether in altogether sufficient quantities can hardly be computed even theoretically; but it is a fact, which must be recognised, that the factory so far possesses sufficient raw material, and also that a greater demand almost always produces a greater supply. It has been reported that the German military authorities do not object to having the dyeing of military cloth performed with synthetic indigo.

The German import and export of indigo were:—

| Year. | | | | | Quantity. | |
|-------|----|----|----|----|----------------|----------------|
| | | | | | Imports. | Exports. |
| | | | | | Met. centners. | Met. centners. |
| 1897 | .. | .. | .. | .. | 14,084 | 5,079 |
| 1898 | .. | .. | .. | .. | 10,362 | 9,180 |
| 1899 | .. | .. | .. | .. | 11,078 | 18,648 |

The development of the German tar colour industry.

An important branch of the German chemical production is concerned in the manufacture of artificial dye-stuffs in general. The endeavours of this branch are directed, generally speaking, to producing the organic natural products such as those of colour plants, dye-woods, insects, molluscs, &c., by artificial means and even cheaper, purer, and in a more serviceable form for dyeing; also to gaining new colours, which not only approach in brilliancy and effectiveness the natural kinds, but even surpass them. Since the discovery was made in 1868, that the important dye-stuff madder—alizarine—could be produced in an easy and cheaper manner from the carburetted hydrogen of coal-tar, the use of dye-stuffs obtained by coal-tar distilling has gradually grown to such a degree, that in Germany about five times as many artificial colours are made as in all other countries combined. According to the last census on June 14, 1895, there existed 25 factories for the manufacture of aniline and aniline colours, and 48 factories (with seven branches) for the production of other coal-tar products (*i.e.*, not only for colours, but also for other commodities, such as benzole, picric acid, &c.). The aniline works employ 7,266 hands, the latter factories 4,194; in all, 11,460 men. A clear proof of the development of the German coal-tar industry is given by its export. The following are the respective figures:—

| Year. | Quantity in Tons. | | |
|--------------|-------------------|------------------------|---------------------------------------|
| | Alizarine. | Aniline Oil Alkaloids. | Aniline, and other Coal Tar Products. |
| | Tons. | Tons. | Tons. |
| 1883 | 4,008 | 663 | 3,819 |
| 1884 | 4,291 | 686 | 4,822 |
| 1885 | 4,284 | 1,713 | 4,646 |
| 1886 | 4,529 | 1,699 | 5,702 |
| 1887 | 5,985 | 2,137 | 6,544 |
| 1888 | 6,732 | 2,528 | 6,906 |
| 1889 | 7,793 | 2,998 | 6,975 |
| 1890 | 7,906 | 3,830 | 7,280 |
| 1891 | 8,169 | 4,403 | 8,680 |
| 1892 | 7,677 | 4,660 | 10,725 |
| 1893 | 8,036 | 4,096 | 11,560 |
| 1894 | 7,735 | 6,318 | 12,368 |
| 1895 | 8,923 | 7,135 | 15,789 |
| 1896 | 8,526 | 7,708 | 16,233 |
| 1897 | 8,641 | 9,178 | 17,639 |
| 1898 | 9,321 | 12,360 | 19,712 |
| 1899 | 9,586 | 12,275 | 22,704 |

In my annual reports I have repeatedly drawn attention to the efforts which are being made to advance German shipping and shipbuilding. German shipbuilding was hitherto not favoured by natural conditions, for coal and iron have to be obtained inland and transported to the sea coast, where shipbuilding has its natural home. I have reported previously the measures which were taken by reducing the freight tariff to aid shipbuilding as well as the iron industry, and combat British competition. But that the measures, and still more the large grants of the Imperial Diet for building naval ships tend to favour German shipbuilding is very obvious, though the combined demands of the growing navy and commercial marine often even exceed the capacity of the home naval yards; German shippers are, therefore, to-day forced to make use of foreign shipyards. Thus, last year the North German Lloyd in Bremen was obliged to give to British shipyards the order for two freight steamers, besides 13 new steamers, which were ordered from German makers. The Hamburg shippers, de Freitas and Company, were obliged to order from the United Kingdom four, and the German-Australian Steamship Company, at Hamburg, two steamers of large dimensions. The German newspapers, which only a few years ago willingly admitted the actual superiority of British shipbuilding, nowadays note all such orders, and express the hope "that in time the German shipyards will be able to meet fully the growing demands of the flourishing shipping trade. Then many millions, which now flow to the United Kingdom, would benefit German labour and German labourers." It is thought quite reasonable that foreign countries should give orders to Germany, or that German enterprises should prosper abroad, but it seems to be considered

an offence against patriotism should German companies from practical motives place their orders in foreign parts. Public opinion of Germany noted with special satisfaction at the end of the year the figures indicating the increase of the German steamship fleet, as it shows that for the first time Germany has made a greater step forward than the United Kingdom. Germany's steamship fleet increased last year 248,000 tons gross and 149,000 tons net. That of the United Kingdom, on the other hand, advanced by only 100,000 tons gross and 20,000 tons net. Germany accordingly is ahead as to growth. At the same time there existed in :—

| Country. | Steam. | Sailing. |
|-----------------------------|-------------|-----------|
| | Tons (net). | Tons. |
| United Kingdom and Colonies | 6,758,000 | 2,662,000 |
| Germany.. .. . | 1,166,000 | 548,000 |
| United States | 672,000 | 1,291,000 |
| France | 516,000 | 309,000 |
| Norway | 417,000 | 956,000 |
| Spain | 350,000 | 151,000 |
| Japan | 282,000 | 40,000 |
| Italy | 278,000 | 492,000 |

I cannot help repeating what I said in my last report, that the "sea interests" rank at present foremost in the general interest of Germans; this applies equally to official and to private circles. Sea interests have such a strong hold on the minds of the population, and receive such an impetus in the official world, that the United Kingdom has every reason to keep a sharp eye on this movement.

Protective
regulations
for com-
mercial
employés.

An amendment to the trade rules, which was adopted by the Imperial Diet at the close of last year, contains, among other clauses, some important new regulations with reference to clerks, apprentices, and workmen in open sale rooms. A minimum of rest is fixed upon for them, namely, a uniform period of 10 hours daily. This time of rest is also to be enforced for those employed in the offices and warehouse annexed; furthermore, in towns of more than 20,000 inhabitants, the time for rest in sale rooms with two or more employés and apprentices must be at least 11 hours; the same time can also be introduced by local statutes for smaller towns—an interval at mid-day for such as do not dine on the premises is arranged for, to be fixed at 1½ hours at least. Exceptions may be allowed when work is necessary to prevent the spoiling of goods, when stock has to be taken as prescribed by law, when new enterprises are opened; in the case of removals, and on 30 days per annum at the utmost, which days are fixed upon by the local authorities for the various branches of business. Besides, it is ordered that all open stores must be closed at 9 P.M., and if at least two-thirds of the respective commercial firms assent, the closing time may be fixed at 8 P.M.

The promotion of commercial instruction has been discussed very actively in Germany in the year under report, and in several instances this has led to practical results, among other towns in Frankfort and Mannheim. In October the third congress of the German Union for Commercial Education was held at Hanover. It was not only largely attended, but even a number of Government delegates were present who took part in the debates and showed their sympathy with the promotion of this kind of instruction. The promoting of middle and higher commercial schools, as well as of commercial high schools, was very thoroughly discussed, and the respective points of view for the organisation of such were pointed out and decided upon. The main task was left to the Chambers of Commerce in connection with those communities, in which the representatives of the State had testified their willingness to second the movement. Of commercial high schools in the literal sense, there exist so far two, viz., one at Leipsic and one at Aix-la-Chapelle. The Leipsic School was founded in connection with the University, at Easter, 1898, and the one at Aix-la-Chapelle in connection with the technical high school, in October, 1898. Leipsic already has 244 commercial students, the number proving the necessity for such a school, and its steady development continued during the third half-year. As regards the commercial high school at Aix-la-Chapelle, circumstances are not so favourable as at Leipsic. Other high schools are to be established at Cologne and Frankfort-on-Main. In Cologne Privy Councillor Dr. von Mevissen has made a bequest for founding a commercial academy. In connection with this legacy there is a condition that the whole capital (about 700,000 marks in cash and real estate valued at about 350,000 to 400,000 marks) is to remain untouched until compound interest has accumulated to the amount of 1,000,000 marks. This income is then to be devoted to the erection and promotion of a commercial academy. On the basis of this munificent gift, therefore, the city of Cologne, which was the first city in the Prussian State to establish a commercial school, will now also proceed to organise a commercial high school. At Frankfort the Society for Promoting Public Welfare, a private organisation, which owes its foundation to the munificence of a private citizen, has guaranteed for a number of years a sum of 30,000 marks. The same sum is voted by the city, while the Chamber of Commerce and the Polytechnic Society each grant 5,000 marks annually. Towards the initial expenses of organisation the city and the institute for promoting public welfare will each contribute 15,000 marks. The institute is to be opened on April 1, 1901. The special feature of the Frankfort Institute is to be this: Together with commercial science, social political economy is to be taught and cultivated. The objects of the institute are to make social and commercial sciences useful by a sufficient course of instruction for practical life, and by independent scientific work and researches to further the same. The academy is to be independent of every political

party, and is to deal with the legitimate interests of all classes. By the course of instruction it is intended to offer to the higher classes of State and city officials, judges, solicitors, and other members of learned professions facilities for enlarged social, political, and economic studies, and thereby more especially to give them an insight into the importance of economic activity; at the same time to facilitate commercial and general knowledge relating to the management of industrial establishments; secondly, to members of commercial and trading circles it is intended to offer facilities for acquiring the requisite knowledge for their position as managers in the field of social and commercial sciences, and more especially political and administrative science; thirdly, to other persons who are already engaged in the practical work of life or have been so, it is to offer facilities for enlarging their capacities in these branches of science. Besides commercial people such teachers are here especially thought of, as may wish to educate themselves also for commercial, trade, or finishing schools. The academy further will continue the lectures which have been organised for employes during the last few years. In Mannheim the city proposes to widen the scope, especially of commercial instruction.

General
finishing
school
("Fortbil-
dungs-
schule").

In this connection I would mention the general finishing school ("Fortbildungsschule") at Frankfort-on-Main, which was organised last year, and attendance at which has been made compulsory for apprentices. It is impossible to fail to recognise the tendency existing in Germany to raise theoretical and practical instruction to the highest possible standard, since it has become clear that the highest education of all classes of the community tends to superiority from an economic point of view.

Science and
industry.
Testing
technical
materials.

In connection with the technical high schools at Berlin, Munich, Dresden, Stuttgart, Darmstadt, &c., there already exist institutes, the task of which is to test industrial materials of the most varied description, such as iron, steel, cement, building materials, &c., as to their applicability for constructive and economic purposes. The great private enterprises, such as Krupp in Essen, the steelworks at Bochum and Ruhrort, the Imperial shipyards at Wilhelmshaven and Kiel, also possess such institutions. A necessity has now arisen for organising a central institute for performing complicated tests and such as are of especially long duration, which do not serve educational but solely industrial purposes. In the Budget for 1900, therefore, the funds for such an Imperial institute are asked for. By this it can be seen how universally at present endeavours are being made in Germany to promote its industrial interests.

"Doctor,
rer. techn."

A further proof of this is seen in the permission given to technical high schools to grant the degree of doctor. In October last the technical high school at Charlottenburg with the extensive participation of men of science and industry was enabled to celebrate the centenary of its existence. On this occasion the city of Berlin presented it with a donation of 100,000 marks. German industry as such, in grateful remembrance

of the help it had received from the technical high schools, had arranged a voluntary collection which up to the date of the jubilee had already reached the amount of 1,500,000 marks. With this capital it was proposed to promote study by travelling on the part of prominent scientists and experts, and arrange for reports thereon to authorities and to industrial centres; to undertake important explorations and researches, to found and develop technico-scientific institutes of all kinds, to edit technical and scientific works, &c. The capital collected is to be managed by a Board of Trustees, in which every technical high school and every mining academy in the entire German empire is to be represented. This Board of Trustees, too, is to be composed of an equal number of prominent men of the different industries. By this arrangement a full guarantee is given that the funds of the institution will really be utilised in the most liberal and successful way for all branches of technical science and for the entire industry of Germany. The Board of Trustees is to prepare an annual report on its work. At the same time, on the occasion of the above-mentioned anniversary, the privilege was granted to the technical high schools of giving the title of "Doctor of Engineering," which in the eye of the law and in dignity is to be equal to the degree of "doctor" in any of the faculties at the universities. Though this is only a question of title, still the granting of this privilege at last (only obtained after a long struggle) recognises the equal value of technical and university teaching. The technical scholar, who has passed through his course of studies at the high school with success, thereby takes his place beside the university graduate. This success of the technical high schools expresses a certain recognition of their grand achievements in theory as well as in practice. In view of local conditions and the universal value set on titles in Germany, such a recognition may even be valued more highly there than it would be in other countries.

In this connection endeavours are being made to generalise and foster technical teaching. I have already reported with reference to the founding of commercial high schools. The technical high schools are organised with the greatest care, and the attendance of students in some places is so large that it has already led to inconvenience. At Darmstadt over-crowding is being felt, and this state of things imposes great demands on the Hessian Government which organised the Darmstadt High School. On this account a plan to establish new technical high schools is on foot, for which (amongst others at Breslau) considerable subscriptions have been raised in industrial circles. Simultaneous with this is the rise in the lower technical instruction, which has in view the improvement of trade and the raising of competent foremen for industry.

To these endeavours German industry and export are under great obligation. I reproduce as a proof thereof various remarks taken from this year's Budget of the Bavarian Board of Education. Bavaria, among other States, is trying to improve industry and trade, especially by the reorganisation of the industrial school

Technical
trade
instruction.

course, which is now supplemented by a third term (of six months). This course is intended to finish education for direct entry into practical trade life. The subjects of instruction are to be widened and rendered more effective in the mechanico-technical department by comprehensive instruction in the workshop and the machine laboratory; by the introduction of electro-technics, and in the architectural department by more thorough instruction in building, and a course on street and railway construction; in the chemical department by more practical training of technical chemists for factories with laboratories for inorganic chemistry, and for the middle and smaller industries, which desire some knowledge of chemistry, without going through the full course at a high school, instruction is to be given on questions concerning dye works, tanneries, breweries, distilleries, and dairies. For promoting the mechanico-technical instruction, the mechanical section of the district technical school at Würzburg was reorganised as a higher special school for machine building and electro-technics; a similar institution was created at Ansbach, and at Landshut the erection of such an institute is being mooted. The textile schools at Munchberg, Lambrecht and Passau have been supplied with new buildings and were reorganised, the "basket manufacture schools" at Lindenfels and the pottery school at Landshut were improved and enlarged. In Kötzing a wood-carving school and at Miltenberg a shipping school were organised, and the preliminary steps have been already taken to open a porcelain painting school in the Upper Palatinate, a glass manufacturing school in Lower Bavaria, and a photographic trade school at Munich as well as several other schools. With regard to other States in the German Empire similar endeavours might be reported.

Top gas
machines.

In the introduction of this report I have already pointed to the new and immensely important use of the waste gases of blast-furnaces, the so-called "top gases," as a motive power. These top gases could hitherto only be used on a moderate scale. It was formerly maintained that their presence was essential to assure and perfect the process of blast-furnaces. They were utilised for indirectly warming the blast current to 850° C., and partially for burning under the boilers. It is due to the progress of science and its adaptation to practical technics that the top gases can now be made serviceable in their entire heating capacity by rational burning in gas engines. What this innovation means economically is seen by a theoretic calculation, according to which this use yields a profit of 5 marks per ton of raw iron production, and which means for Germany alone a gain of 43,800,000 marks on her entire raw iron production.

Gas machines for utilising the top gases were introduced into Germany about two years ago. It is the "Hörder Hütter Verein" to which credit is due for having used the first rationally built top gas engine on the Deutz system. Almost simultaneously with the Hörder Verein, the Friedenshütte in Upper Silesia made use of top gas engines. Since then similar or smaller plants

have been erected in numerous German and foreign establishments. From all quarters good results are reported which lead one to believe, that the great development of the gas machine industry has by no means reached its climax. Top gas machines of large dimensions have been erected already at Hoerde, Friedenshütte, Oberhausen, Düdelingen, Ilseder Hütte, Amnetz-Friede, Völkingen, Donnersmarckhütte, Differdingen, in the Rhenish Steelworks at Ruhrort, in Seraing, &c. The manager of the Donnersmarckhütte, reporting at a trade meeting regarding the results obtained at that place, stated that the top gas engine which had been in use then for five months was working at 100 h.p. with 130 revolutions and was built according to the 4-measure system with a cylinder and fitted with valve motion and a filling regulator. The top gas, before entering the gas machine, passes a so-called scrubber and sawdust cleanser, whereby daily about $1\frac{1}{2}$ kilos. of top dust is separated in the form of a thin paste. When fully charged the top gas motor used 2.6 cubic metres of top gas per actual horsepower and with only a third charging 3.5 cubic metres.

Regarding the action of the regulator it was observed that the top gas engine was quite as safely controlled by the regulator as a good steam engine. Within two periods of work differences in the action of the machine were indeed observable. This, however, need not come into consideration for plants working with single current. The top gas machine only consumed 1 kilo. of cylinder oil and $1\frac{1}{4}$ kilo. machine oil (both of good quality) daily, whereas the water used daily was at the utmost 100 cubic metres. No unusual wear and tear nor repairing need be recorded. The Donnersmarck establishment in consequence of these good results will erect this autumn a further gas dynamo of 600 h.p. The managers calculate that if the quantity of gas, which hitherto when burning under boilers produced 1,000 h.p. in a round figure, be used for burning in gas power machines it will increase the production by 2,700 h.p., and that, inasmuch as the proportion of the cost price of gas equal to 1 h.p. amounts to 100 marks, by introducing gas-power engines a saving of 270,000 marks may be effected. The Kombach establishment in Lorraine (with seven big blast-furnaces and an ingot ironwork) will put up two top gas machines with four cylinders each, of together 1,200 h.p. Since the summer of 1898, besides the original small plant two top gas machines have been put into operation of 600 h.p. each. Without electricity the advantage of top gas machines could only be partially utilised. This is seen in the case of hoisting machines and pumping engines in mines and the numerous motors of the rolling mills, which cannot be worked direct by gas-power engines. Here the electric transmission of power must step in as an auxiliary; the advantage of this is incalculable, notwithstanding the loss of about 20 per cent. in energy. Especially for hoisting machines with their unusually large consumption of steam, the top gas engines with electric transmission of force will be of the greatest importance; no less so for pumping engines with their very inconvenient long steam conduits. If one compares the best and most modern

steam engines of 12 atmospheric pressures, superheater, economiser, and short conduits with the top gas machines, it must be allowed that the latter under all circumstances with the same consumption of gas produce twice as much as a steam engine, if the steam is produced by top gas burned under the boilers. Here, again, is a convincing argument for the great benefit derived for production and technics by scientific work.

Customs
duty on
German
wines in
Canada.

The German wine export to Canada suffers from the competition of French wines, since in consequence of the commercial treaty between France and Canada of February 6, 1893, these, inclusive of sparkling wines, are exempted from the additional *ad valorem* duty of 30 per cent. On the other hand, German wines in Canada are subjected to the general customs tariff; they pay up to 26 degrees alcohol—25 c. per gallon, and from 26 to 30 degrees; furthermore, a customs duty of 30 per cent. *ad valorem*. The Frankfort Chamber of Commerce has, therefore, addressed a petition to the Imperial Foreign Office at Berlin in which it is stated:—

"To this high import duty must be ascribed the fact that the German wine export to Canada has been far behind that of France, and is still being kept back. But inasmuch as according to our information it may be assumed with some safety, that if this customs barrier making the German wine export to Canada so difficult were abolished, the German wine export to Canada would grow considerably, we are conveying the wishes addressed to us from the number of wholesale firms in this branch of trade, and beg to bring this matter before the Imperial Foreign Office for favourable consideration."

The result
of the 1899
vintage in
Germany.

The 1899 vintage in Germany was moderate as to quantity, in parts even small, but in quality satisfactory. The high percentage of acid will give, with careful cellar treatment, a strong wine of medium quality, which will probably only in some instances approach the 1897 vintage. With the exception of the Moselle district the harvest was moderate to small; the generally high autumn prices could hardly make up for the deficiency. The financial loss in all German wine districts as against a medium vintage may be calculated at from between 30,000,000 to 40,000,000 marks. Lorraine grapes were bought by the centner for claret at 24 to 30 marks. The Rhine district obtained a quarter of a harvest (with grapes of the net weight of 80 to 90 degrees). Pressed grapes were paid for at 750 to 1,050 marks. The Rhine Valley shows a quarter to half harvest and 65 to 95 degrees Oechsle as to weights. On the Nahe a harvest of a quarter to half, with 68 to 90 degrees was obtained. The Moselle and Saar districts show comparatively the best and most uniform harvests as to quantity. The Lower Moselle had a half harvest, with prices paid of between 740 to 850 marks per 1,000 litres.

The most-
favoured-
nations in
reference to
Germany.

According to the official list the following countries are in the relation of most-favoured-nations with Germany:—Argentina, Austria-Hungary (including Bosnia, Herzegovina, and Lichtenstein)

Belgium, Chile, Columbia, Costa Rica, Denmark, Dominican Republic, Ecuador, Egypt, France, including colonies and the Principality of Monaco, Greece, Great Britain, including colonies (excepting Canada and Barbados), Guatemala, Hawaiian Islands, Honduras, Japan, Italy (including the Republic of San Marino), Liberia, Morocco, Mexico, Netherlands, including colonies, Paraguay, Persia, Roumania, Russia, Salvador, Sweden and Norway, Switzerland, Servia, Spain, South African Republic (Transvaal), Turkey (also Bulgaria and East Roumelia), United States of America, Uruguay, and Zanzibar.

For the last few years Germany has, in connection with its endeavours to increase her navy, also tried to promote her deep-sea fisheries. In the Budget for 1886-87 the Empire for the first time granted 100,000 marks to further the deep-sea fisheries. The sum was subsequently increased to 200,000 marks, and since 1898 has amounted to 400,000 marks. The deep-sea fisheries have in the meantime developed steadily, but as yet they do not nearly satisfy the demand. On the contrary the import of fish and of fish products has still increased, as may be seen from the following table:—

| Articles. | Value in 1,000 Marks. | | | |
|--------------------------|-----------------------|----------|----------|----------|
| | 1892. | | 1898. | |
| | Imports. | Exports. | Imports. | Exports. |
| Fresh fish | 13,651 | 4,926 | 34,202 | 4,954 |
| Codfish | 483 | 15 | 754 | 24 |
| Salted and smoked fish.. | 1,885 | 586 | 4,990 | 578 |
| " herring.. .. | 27,185 | 15 | 32,529 | 22 |
| Oysters | 1,073 | 38 | 967 | 11 |
| Lobsters and turtles .. | 789 | 9 | 1,549 | 17 |
| Caviar | 3,018 | 59 | 5,465 | 48 |
| Lard of seals' blubber.. | 4,652 | 73 | 5,720 | 176 |

The imports from the United Kingdom of fresh fish amounted in 1898 to 6,148,000 marks; the German export to the United Kingdom to 188,000 marks; the import of salted herrings was 14,545,000 marks. The United Kingdom furnishes in addition 566,000 marks worth of fish fat and cod-liver oil.

As regards the German fisheries in the North Sea, they were carried on in 1899 with 567 ships, of which 126 were steamers. The gross capacity of these ships was 99,596 cubic metres, of which 52,491 cubic metres fell to the steamers. The number of the regular crews was 3,659, of which 1,322 were on the steamers. In 1866 the North Sea fisheries were carried on by 377 vessels, among which there was but one steamer. The greatest number of ships, namely, 309, belong to Prussia, of which 53 were steamers. In 1887 the entire sum obtained by auctions was 515,890 marks, as against 8,235,975 marks in 1898.

(627)

D 2

German herring fisheries were carried on in 1898 by seven companies with the following result:—

| | | | | Number of— | | Result. |
|-------------------------------|----|----|----|------------|-----------|----------|
| | | | | Ships. | Journeys. | |
| | | | | | | Kantjes. |
| Ende Herring Fisheries | .. | .. | .. | 29 | 129 | 42,376 |
| Fisheries Neptun | .. | .. | .. | 16 | 78 | 22,614 |
| Glückstadt Fisheries | .. | .. | .. | 14 | 56 | 19,976 |
| Bremen Vegesack Fisheries | .. | .. | .. | 14 | 61 | 18,720·5 |
| Altona Fisheries Company | .. | .. | .. | 4 | 16 | 5,006·5 |
| Elbfleth Fisheries Company | .. | .. | .. | 8 | 34 | 12,118 |
| Geestmünden Fisheries Company | .. | .. | .. | 5 | 21 | 7,947 |

NOTE.—The result is reckoned in kantje = 1 ton sea-packing = $\frac{2}{3}$ ton land-packing at 150 kilos.

The total catch therefore amounted to 128,758 kantjes, with 85 ships and five steamers, as against 67,762 kantjes, with 81 ships, in 1897, and 78,768 kantjes, with 74 ships, in 1896. The greatest haul on one single trip was 495 kantjes, the lowest 244 kantjes.

Vocations of
women in
Germany.

In the census of June 14, 1895, the total number of females was returned at 26,361,123 in Germany. Of these, inclusive of servant girls, there were 6,578,850 earning wages, *i.e.*, 24·96 per cent. of the entire female population. If the age of 10 to 70 is calculated only, and the young children and aged women are excluded, 34·1 per cent. females are engaged in work, as against 38·3 per cent. in Switzerland, 64·1 per cent. in Austria, 50 per cent. in Italy, 36·4 per cent. in the United Kingdom, and 17·5 per cent. in the United States. 2,381,175 females are engaged in agriculture and horticulture, *i.e.*, one-third of the total; in trade and industry, 354,686; in the clothing and cleaning industries, 299,250; in hotels and restaurants, 213,679; in commercial trades, 144,938; in the industries of food and consumption, 125,190, &c. The shifting in the direction of the increase of wage-earning married women since the last census of 1882 is very remarkable. Out of 10,000 wage-earning females there were:—

| | | | | | Number. | |
|------|----|----|----|----|----------|---------|
| | | | | | Married. | Single. |
| 1895 | .. | .. | .. | .. | 2,155 | 7,843 |
| 1882 | .. | .. | .. | .. | 1,726 | 8,274 |

The number of married women among working women has been increased surprisingly, indeed, by 25 per cent. in the case of

actual working women, and if servant girls are included, even by 48·12 per cent.

This state of things cannot be looked upon as sound. Figures for the last few years, which, with this great industrial rise brought a very keen demand for work, are not yet made up; but in independent vocations the female element is gradually gaining admission. The endeavours made during several years to gain for women access to the higher vocations have met with success in the past year. In the first instance, so-called "Gymnasias (colleges) for girls" were organised in Berlin, Leipzig, Karlsruhe, Stuttgart, Königsberg, Hanover, &c., in which girls are to be prepared for studying at a university. In the session of the Imperial Diet of January 21, 1898, the Prussian Minister, Count von Posadowsky, declared that a convention was to be concluded between the Federal Governments, according to which lady students, who, as visitors at the universities had obtained the necessary training, were to be admitted to the medical, pharmaceutical, and dental examinations. On April 21 the Federal Council passed a resolution to that effect.

The movement for the emancipation of women has thereby obtained a great and important success. As regards the medical profession, there still reigns freedom in Germany; it may be exercised without the approbation of the Government, but the adoption of a title or a degree not granted by German universities is not allowed when an impression might be given that it referred to one granted by German universities. A female medical or dental practitioner has had hitherto to study abroad, but can now do so at home, and can in future pass an examination for State approbation in the same manner as male practitioners. Up till now there were only 40 lady dentists in Germany, but many so-called "lady practitioners." There are indeed only nine lady physicians in Germany, as against 700 in Russia, and 5,000 in America. Now that the course of study is open to women this proportion will soon be changed. A woman could, so far, not be employed in a drug store in Germany, nor was she allowed to exercise her rights if she became the proprietor of a drug store by inheritance.*

Until three years ago I had to speak in my annual reports of the endeavours made by bimetallists to induce the German Imperial Government to take steps for "rehabilitating" silver, and again introducing the double currency. These endeavours have since ceased as being useless, inasmuch as the bimetallists were obliged to recognise that a change in the gold currency, even in Germany, is no longer possible. A Bill could, therefore, now be laid before the Imperial Diet relative to the Currency Law, which will tend to strengthen the gold currency. By this Bill permission is given to increase the amount of the silver currency up to 14 marks per head of the population, as against 10 marks per head hitherto allowed. For the new coinage (this is the main factor)

* Since writing the above the first lady physician has graduated at Berlin.

the still-existing silver thalers are to be used, whereby the profit on the coinage at the same time is to be used for the redemption of further thalers. These silver thalers are the remnant of the former double currency. They hold a special place in the present German currency, inasmuch as they have to be accepted to any amount as full legal tender at all offices, in contradistinction to the silver coins of the new currency.

Although a Bill was passed as early as 1876, authorising the Imperial Government to pronounce thalers legal tender, the Federal Governments have never made use of this authority. Small coin need by law only be accepted as payment to the amount of 20 marks, however, small coins are taken in exchange by official cashiers to the amount of 200 marks for gold.

At the time of the introduction of the gold currency it was assumed that Germany would sell the silver thus liberated, which consisted, in a great measure, of thalers. The silver sales, however, in 1879, in view of the sinking price of silver, were stopped, and ever since Germany has seemed inclined to drag along this deadweight on her currency. The present measure is the first since 1879 in the direction of establishing altogether a pure gold standard. Thalers have been coined to the value of 90 marks from 1 lb. of fine silver, whereas 100 marks worth of smaller silver has been coined from the same weight of fine silver. 325,000,000 marks of old thalers are to be withdrawn, whereas the entire stock of thalers is estimated at 359,500,000 marks. The remaining stock will probably soon be taken up by the increasing population, so that new silver sales will hardly be necessary.

Taxation of
stores in
Prussia.

In consequence of the agitation carried on for years against the large retail stores with great capital to back them up, the Prussian Government thought fit to lay before the Diet a Bill to introduce a tax on large stores. The Bill provides for taxation where the annual turn-over exceeds 500,000 marks. The rate is to be $1\frac{1}{2}$ per cent., and progresses to 2 per cent. of the turnover, but is not allowed to exceed 20 per cent. of the profits; the proceeds of this taxation are to be handed over to the communities in whose district the taxed stores lie. The communities are bound to use this revenue for alleviating the lower grades of the trade taxes.

According to Section VI the following are the "groups of goods" to which the tax is to apply (for the taxation is to hold good only in the case of an establishment dealing in goods which belong to two or more of the following groups, and which has a turnover of at least 500,000 marks per annum):—

(a) Confectionery, groceries, drugs, food, and articles of consumption, tobacco, dyes, and perfumery.

(b) Yarn, thread, hosiery, textiles, clothes, furs, linen, beds, carpets, curtains, decorations for rooms, and furniture.

(c) House, kitchen, and garden furniture, stoves, glass, porcelain, and clay goods.

(d) Gold, silver, and other jewellery, articles of art and luxury, hardware, paper, books, music, weapons, bicycles, articles of sport,

sewing machines, toys, optical, physical, medical, and musical instruments, and apparatus.

Goods which could be counted among the articles of two groups are only to be counted once.

When the Bill was discussed in the session of the Diet, an endeavour was made to subject all large stores, or even all enterprises on a large scale, to this taxation, and to even reduce the limit of 500,000 marks. Parties who only keep up branch establishments in Prussia are to be taxed with 2 per cent. of the turnover, regardless of the amount of their turnover, if they do not prove that their entire turnover amounts to less than 500,000 marks.

During the present session of the Imperial Diet a Bill for the inspection of meat is under discussion, according to which cattle before being slaughtered, as well as the meat of slaughtered animals, are to be subjected to a sanitary inspection. By this Bill, too, the sanitary inspection of imported meat, as well as of imported meat products, is to be regulated. The Committee of the Diet has now made very important alterations as to the proposals of the Government. According to these the importations of corned or similarly prepared meat (with the exception of ham or lard), of canned or similarly packed meat, sausages and other mixtures of chopped meat, is to be prohibited within the German customs limits from the date of the publication of the law. The importation of fresh meat is only permissible up to December 31, 1903, in whole carcasses, which in the case of cattle (with the exception of calves) and of pigs, may be in complete halves. To the carcasses there must remain attached the pleura, peritoneum ("Brust und Bauchfell"), the heart, lungs, and kidneys, and in the case of cows also the udder. After December 31, 1903, the importation of meat, with the exception of lard, pure oleo-margarine, intestines, &c., is entirely prohibited.

Prohibition
of import-
ation of
foreign meat.

The bearing of this law on the British meat-exporting colonies is obvious.

The export of the United States, as far as provisions are concerned, will thereby likewise be much affected.

Of American life insurance companies four had been admitted to trade in Prussia, viz., the New York Germania, the Equitable, the New York and the Mutual Life Insurance. In the spring of 1894, the Prussian Minister of the Interior found, when examining the annual returns of the life insurance companies admitted in Prussia, that they, in many instances, did not comply with the existing regulations. He demanded that the companies should submit to the Prussian regulations, the aim of which was to obtain the greatest possible security that the companies would fulfil their obligations to the insured when the case arose. These demands were addressed to the home and foreign companies alike. Of the American companies the "Germania" at once submitted to these requirements, the Equitable decided not to carry on their operations in Prussia under these new rules and accordingly closed their business here, and the New York and Mutual commenced for the time being negotiations with the Prussian Government ;

American
life insurance
in Prussia.

but inasmuch as they did not submit to the regulations their concession in Prussia was withdrawn. This step on the part of the Prussian Government was much discussed in America, as it was looked upon as one of those one-sided measures which are taken for the furtherance of home enterprises. The State of New York, to retaliate on its part, stopped the business license of the Prussian Fire Insurance in its district. Finally, the Prussian Minister of the Interior sent two privy councillors on the part of the State to the United States in order to study the business methods and the general condition of the respective American companies on the spot. It was the first time that Germany had despatched such a committee of investigation to the United States. As a result of this commission the "New York" was on October 28 allowed to start working again in Prussia; in the future, however, the company will submit to Prussian control.

The electric industry.

In the field of electricity, its practical adoption and distribution, Germany, according to figures obtainable, ranks first. The development has been very rapid and though this pace has of late been maintained it is admitted that competition is beginning to be keener. In 1896, 240,000,000 marks were invested in the entire electric industry of Germany, whereas to-day the capital fully reaches 700,000,000 marks. The invested capital has thus been tripled within three years. It is noteworthy that only three great electrical companies were founded before 1890 in Germany. The smaller companies were evidently not sufficiently equipped for the increased competition, which may explain the fact, that in the year under report the "Bank for electrical industry" in Berlin, and the electrical company "Singer" were amalgamated with the company "Helios." On the other hand the negotiations, which had already been entered upon during the last year for combining the two largest electrical companies have failed. It is supposed that several other smaller companies will be absorbed by larger businesses. The average dividend of 14 electric companies was in 1898, 9.3 per cent., as against 9.5 per cent. in 1897-98; the highest was 15 per cent., the lowest 4 per cent.

Bar soap ring.

Like other branches of trade, soap manufacturers have combined to form a ring in order to increase their prices and to combat outsiders. The ring is in close touch with the producers of the raw material so that the latter may not supply their competitors. The chances of British competitors are hereby enhanced, because increased prices facilitate competition. Should they, however, intend manufacturing in Germany they will be obliged first to secure contracts for their raw materials.

Workmen's insurance.

The extent of compulsory insurance, as introduced by an Imperial law, against sickness, accident, invalidity and old age is seen from the following figures:—

The German workmen's insurance, as is known, has for its object the shielding as much as possible of workmen from the evil effects of sickness and accidents.

In the insurance against sickness, besides the regular payments,

are included the cost of physicians' fees and medicine, assistance to nursing mothers, death grants, stay in hospitals and convalescent homes, and in the accident and invalidity insurances the costs of the entire course of treatment, besides pensions and grants. According to the last statistics there were insured against:—

| | Number. | | |
|--|------------|------------|------------|
| | Males. | Females. | Total. |
| Sickness.. .. . | 6,968,971 | 1,896,714 | 8,865,685 |
| Accident | 12,931,287 | 3,814,713 | 16,746,000 |
| Ill-health | 8,379,800 | 4,279,800 | 12,659,600 |
| At the same time the entire population was | 26,644,000 | 27,639,000 | 54,283,000 |

The receipts of the workmen's insurances from 1885-97 amounted to 2,908,155,157 marks. Of these 1,303,936,600 marks were contributed by the employers, 1,308,108,600 marks by the workmen; whereas 98,350,000 marks were contributed by the Empire as subvention, and 197,760,055 marks represented accumulated interest. The expenses were 2,034,923,355 marks, of which 1,829,736,236 marks were for compensation and 205,187,119 marks for management, leaving a capital stock of 873,231,802 marks. The compensations paid were for insurance against:—

| | | Amount. | | | |
|--------------------|---------------|-------------|-------------|------------|--------|
| | | 1885-97. | 1891-97. | 1897. | 1898. |
| | | Marks. | Marks. | Marks. | Marks. |
| Sickness | 1,208,590,725 | .. | 131,947,959 | .. | .. |
| Accident | 366,715,611 | .. | 71,733,028 | .. | .. |
| Ill-health | .. | 254,430,000 | .. | 69,000,000 | .. |

How these amounts have grown is seen from the following figures:—In 1885, 54,100,000 marks were paid in compensation, of which 52,700,000 marks were for nursing the sick; in 1897, however, 256,400,000 marks, of which 138,100,000 marks fall to the nursing of the sick, and 118,300,000 marks for other grants. In the insurance against sickness the number of cases treated was in 1885, 1,956,635; in 1897, 3,220,802. Accident insurance was paid by way of compensation in 1885 to 268, in 1898 to 486,645 injured persons, altogether to 714,123. Ill-health insurance had to pay altogether 381,000 invalidity, and 338,000 old age pensions. From these figures may be gathered the economic importance of this insurance for the

(627) E

Financial
policy.

Empire and its practical value for the workmen. German industry as such has been reconciled to the amount of the insurances it has to bear; inasmuch as the existence of the workmen is placed on a firm basis in the case of certain contingencies, the position of the workmen has thereby been raised and the industrial progress of Germany furthered. In many circles an extension of this insurance is being striven for, especially in the direction of insuring widows and orphans; some strive for even more and demand insurance against lack of work.

A committee has been formed in Germany with the title of "Society for the Protection of Holders of Shares and Debentures of Witwatersrand Gold Mines." The participating shares shortly after the committee was formed already amounted to 2,100,000 shares, of which some represent a value of as much as 30%. If one calculates the average value at 10% per share only, this would represent a capital of about 20,000,000%, which is held in Germany only; no account is here taken of investments in New Zealand, West Australia, New South Wales, Victoria, Klondyke, and Alaska.

If one further takes into consideration that the Exchange Law and the new Commercial Law of 1900 exercise a very restrictive effect upon transactions on the Stock Exchange, it may be correctly assumed that the real speculation of the German Exchange is gradually drifting more and more to London. It is, therefore, in the interests of the United Kingdom that the free action of the Stock Exchange should not be fettered, but that transactions should rather be facilitated in order to invite and promote business.

In Germany a fight against the exchange business has been going on for years. This was at first directed against time bargains in grain, but soon also spread to the Stock Exchange.

According to Section 50 of the law of June, 1896, the Federal Council is authorised to impose very onerous conditions on the trading on time of goods or of stocks or to prohibit the same altogether. Prohibited trades are according to Section 51 excluded from the privileges of the Stock Exchange; they are not allowed to be represented by brokers, nor are such bargains, so far as they are concluded at home, allowed to be quoted in price lists.

To this further measures were added, which were of the greatest importance for the German Bourses. Among these I would point to the advance in the tax on bonds, &c., and to the verdicts given by the law courts, according to which liabilities incurred by time bargains are regarded as the result of betting and gambling transactions, and cannot be legally claimed. The Civil Code of January 1, 1900, has laid down this principle even more severely. Competent observers declare that the German Exchanges have hereby lost in strength and importance, and therefore this state of affairs deserves serious consideration in the United Kingdom.

The Berlin Exchange and the German banking business in

general had undoubtedly developed on the Continent into the most dangerous rival of the London Exchange. The above-mentioned severe law is adapted to restrict this competition. The favourable results to the London business, however, would be counterbalanced if the activity of the Exchange there were to be curtailed by any new measures. Favourable results are already experienced on the London market, inasmuch as a constantly-increasing portion of the German trade has drifted towards London, and German banking houses are being forced to establish branch offices in that capital. The dependence on London of German Exchanges—which had been temporarily lost—will again be felt, as was the case with regard to the market in gold shares. The bargains, which according to the new law are rendered more difficult in Germany, will in future be concluded in London, just as now purchases and sales of grain are covered, if possible, in London. A number of Exchanges, especially the Netherland and Belgian, are strenuously endeavouring to obtain the German clientèle; it is a fact, however, that in Germany more confidence is placed in the London market, and it is in the interests of the United Kingdom to further this feeling in every possible way. It is to be hoped that this favourable state of affairs may continue for the benefit of the London Exchange, and may in no way be destroyed.

The Berlin Produce Exchange has been reopened by a new exchange regulation; it is, however, impossible to foresee how, under the new rules, time bargains, which are all important for the grain trade, can be carried on there. It is seen that the German grain trade too is dependent on foreign Exchanges and herein the re-establishment of the Produce Exchange without time bargaining cannot bring about any change.

From June 8–13, 1899, the thirteenth Exhibition of the German Agricultural Society took place at Frankfort. Twelve years ago the first of these exhibitions was held in the same town; they have since been held annually in different German cities and in connection with the attendant conferences have become of great importance for the technical progress of German agriculture. The city of Frankfort had made a grant of 10,000 marks, and Royalty, the Minister of State, authorities, societies, and private individuals had offered valuable prizes. The German Agricultural Society itself gave a grant of 73,275 marks. Twelve years ago the exhibition was visited by 49,766 people, this time by 146,487. From these figures may be gathered the importance which these exhibitions have gained in the meantime. There were exhibited 322 horses, 1,228 cattle, 214 sheep, 463 pigs, 74 goats, 967 poultry, 81 rabbits, and 50 kinds of fish, 1,619 various products and 3,312 tools and implements. 300 head of cattle had to be refused owing to want of space. During the time of the exhibition nine excursions to the vicinity were arranged in order to enable interested parties to visit farms of importance.

Generally speaking the exhibition gave a favourable survey of the capacity of German agriculture. It must be said, however,

Agricultural
exhibition.

that German agriculture has learned a good deal from the United Kingdom in the way of breeding and in the improvement of seeds, the advanced methods of which have of late been adopted with good results in Germany.

The traffic
on the Main.

Since the canalisation of the river Main, which opened it to regular shipping, traffic has been very considerably developed. It amounted in 1887 to 15,352,452 kilom. tons. Until of late the Main traffic was free from special dues. This has now been changed, inasmuch as from October 1 from 2·3 to 4·6 pf. per ton and station have been introduced by the Prussian Government. The city of Frankfort has, at the instigation of the parties interested in shipping, leased these dues from the State, after Frankfort merchants had guaranteed 40 per cent. of the lease as a safeguard against possible financial loss. The city thus steps in as middleman between the shippers, who have to pay the dues, and the State who receives them. This is a new and interesting instance of the tasks undertaken in ever-increasing numbers by the German communities.

Electric
carriage of
the mail at
Frankfort.

The city of Frankfort has taken over the management of its tramways and has introduced electric locomotion after having established a central electric-power station. As soon as the new organisation is completed, the mails also will be carried to and from the central railway station by special electric cars. This is the first experiment made by the Imperial Post Office in the carriage of mail by electricity. The contract between the local postmaster-general and the town council, as managers of the city electric tramway, was concluded at the end of August. The service between the two post offices (in the city and at the railway station, a distance of about 3 kilom.) will be effected by utilising the rails and the electrical apparatus of the city. For this purpose special lines cross the post-office yards, and a switch will connect these with the main line. The length of the cars from buffer to buffer is 7·62 metres, the width 1·80 metres, the height from top of the rail to the skylight tops 3·40 metres. The cars are fitted with movable axles in order to be able to take small curves. The car itself, which is 4·80 metres long, contains two compartments, a smaller one of 1·20 metres in length for the letters, for the reception of money, mail bags and valuable parcels, and a larger compartment, 3·55 metres in length, for the reception of ordinary parcels. The letter compartment has on each side of the car a sliding door, which is 60 centims. broad. It contains, besides the sections for the letters and money bags, an arrangement for depositing the receipt papers as well as a writing desk, above which an incandescent lamp is affixed. At the side of the doors are letter boxes with openings similar to those on railway mail-cars. The space for parcels, which is separated from the letter compartment by a solid partition, has likewise a sliding door on each side, 96 centims. in width. Inside the space is arranged similarly to the parcels room of the railway postcars. The lighting is effected by two incandescent lamps. Officials of the post office, if on duty, can be taken up *en route* as far as space on the

platform permits. The town council has met the wishes of the post office authorities with regard to this contract in a most friendly spirit. The city takes a lively interest in this new arrangement, for, inasmuch as the new postal cars offer considerably more space than the largest parcel post waggons of the old style, instead of the 50,000 journeys of parcel post waggons per annum through the most frequented streets of Frankfort as is now the case, only 20,000 journeys of the new motor cars will be necessary; these, in themselves, will hinder the street traffic much less than other vehicles, as all motor-cars must necessarily follow the rails. The new mode of conveying the mails will thus bring about a very considerable alleviation in the traffic and the carriage traffic will thereby become greatly reduced.

Germany is at present connected by telephone with the following countries:—Austria-Hungary, Belgium, Denmark, the Netherlands and Switzerland. Frankfort is connected with Basle and Brussels, the connection with Vienna, which has been projected, is not yet completed. The line Frankfort-Paris is at present in course of construction (likewise the line Berlin-Paris). Interested parties hope to see a telephone line established between the United Kingdom and Belgium, which would give a connection between Germany and the United Kingdom, and therefore, no doubt, would also render direct speaking by telephone between Frankfort and London possible.

New telephone
connections.

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GERMANY.

REPORT FOR THE YEAR 1899 AND PART OF 1900

ON THE

**TRADE, AGRICULTURE, AND
FINANCES OF BAVARIA.**

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2294.

*Presented to both Houses of Parliament by Command of Her Majesty,
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Reference to previous Report, Annual Series No. 2294.

Report on the Trade, Agriculture, and Finances of Bavaria for the Year 1899 and part of 1900 by Mr. F. D. Harford, Second Secretary in Her Majesty's Legation at Munich.

(Received at Foreign Office, July 9, 1900.)

The general condition of trade was very favourable in Bavaria in 1899, especially as regards the machinery trade, locomotive and railway carriage and electrical industries, which were overwhelmed with orders. General state of trade, 1899.

Even the plate glass and glass polishing trades improved, and did a better export business.

The bicycle and steel ball trades on the other hand were very bad, the latter being about at a standstill, and the textile trades were unsatisfactory.

In the building trade extraordinary activity continues to prevail, but the dearness of money may exert a check at Munich before long, as banks are less ready to advance money to speculative builders on mortgage.

The match trade suffered from the commercial depression in Central America, and the prohibition of the import of white phosphorus matches into Switzerland since June 1, 1899; prices were as low as ever, in spite of the rise in cost of materials and labour, in the home trade, except in the case of phosphorus matches.

The report of the Bavarian factory inspectors for 1899 testifies to the continued prosperity of trade in 1899, leading to an increase of 1.1 per cent. in the number of factories, and of 4 per cent. in the number of workmen employed in them. Factory inspector's report, 1899.

The two newly appointed female inspectors visited most of the factories which either exclusively, or to a preponderating degree, employ female labour, and devoted special attention to the question of the employment of married women in factories. Female inspectors first employed.

Labour organisations continue to grow in importance, though very slowly away from large centres, and to have a more intimate connection with strikes, and in the attaining of concessions thereby. Trade unions.

The most important change in progress in Bavaria is the gradual shortening of the hours of labour, though they are still (642) Hours of labour decreasing.

far longer than those that prevail in England as a rule. From the following figures for 1899, it will be seen that from 10 to 11 hours is the commonest length of time:—

| Number of— | | Hours of Labour. |
|------------|-------------|---|
| Works. | Workpeople. | |
| 78 | 3,119 | Under 9 hours, 1 per cent. From 9 to 10 hours, 14·7 per cent. " 10 " 11 " 47·1 " " 11 " 12 " 28·8 " 12 hours or more, 8·4 " |
| 1,051 | 43,697 | |
| 2,855 | 140,167 | |
| 2,255 | 85,578 | |
| 1,907 | 24,953 | |

Overtime. Owing to the prosperous state of trade, overtime occurred in earthenware works, iron foundries, machine factories, paper, wood, and food industries, and joinery trade. Regular night work only occurred in few branches of industry.

Wages. The economic situation of the labouring population in 1899 was satisfactory, and the demand for labour very great. Wages remained about the same, but had a rising tendency. The rise in some cases amounted to 10 per cent. Where workmen succeeded in obtaining a shortening of the hours of labour, the scale of pay was always raised, so that the wages remained the same as before, instead of being correspondingly reduced.

Employment of married women in factories. A special inquiry made by the factory inspectors showed that 23,115 women who had been married were employed in factories. In almost all cases they were compelled to work in order to support themselves (if widowed or divorced), or to help to support their families. The fact is recognised that under present conditions factory work is unfortunately an economic necessity for women, and all that can be done is to endeavour to render it as little harmful as possible by suitable restrictions as to the kind of work, and by lengthening the mid-day rest, as well as by giving assistance to them when their state of health renders it necessary that they should cease work for a time.

Necrosis. The inspectors report a case of necrosis in three match factories, and have determined to have the medical examination of persons engaged in the trade effected every two instead of every three months in future. They complain that the workpeople will not take the precautions ordered as regards cleaning, and also rinsing their mouths, unless closely supervised.

Munich labour bureau. The Munich labour bureau founded a few years ago, continues to enlarge its sphere of usefulness, especially since a system of centralisation of labour intelligence, and of close relations with other labour bureaux in the Kingdom has been adopted. In 1898-99 there were dealt with at the Munich bureau 38,991 demands for labour from employers, and 54,994 requests for employment from persons seeking work. Altogether 32,336 places were filled, as against 25,585 in 1896-97, and 28,855 in 1897-98,

that is an increase of 12 per cent. in the places filled; but the number of persons supplied with work at a distance increased by 34 per cent. The figures for 1899, and for 1900 up to the present, show further increases on the above total. It should be mentioned that the statistical year ends on June 30.

The number of spindles at work in the cotton spinning factories in Swabia was about the same as in 1898, viz., 677,904. The condition of the spinning trade was considerably more unfavourable and difficult than in 1898, partly owing to the unexpected rise in cotton in the autumn of 1899, the high rate of interest, the dearness of coal and other materials, and the scarcity of labour.

The textile industry in 1899.

The number of looms at work in the cotton-weaving trade was 16,375, a few more than in 1898. The trade since August, 1899, thanks to the fine summer, improved considerably, and the year ended with better prospects than it began.

The trade in coloured woven fabrics also improved with the advent of hot weather, helped by the rise in cotton and yarns, so that for 1900 large orders were booked at the end of the year.

The hemp-spinning, string-making, flax-spinning, and linen-weaving industries had a good year's business.

The bleached, dyed, and printed cotton industry also improved in the second half of 1899, so that the final results were satisfactory. It is stated that owing to the recently increased tax on profits, several large customers have removed from Bavaria to other German States.

The cotton print industry began very badly, but improved in the autumn somewhat, though the selling prices hardly corresponded with the high price of the raw material.

The worsted yarn-spinning trade met with great surprises in 1899, as it was only in March that the shortage in fine merino wools, and the continued drought in Australia, made it clear that higher prices for wools were inevitable; so that at the end of the year cross-bred had risen 30 to 40 per cent., and merinos more than 60 per cent. since the beginning of 1899. Unfortunately the trade could only just keep abreast of these prices, so that the ratio between the cost of production and the selling price was, as in former years, unremunerative, and many spinning works again restricted their output.

A Bavarian Chamber of Commerce ascribes the depression in the textile trade to over-production and unhealthy competition in the Rhine and Westphalian districts, and the speculation in raw cotton in America.

Causes of depression in textile trade.

The Munich "Allgemeine Zeitung" published in February, 1900, articles showing the large maritime interests of South Germany, as an argument in favour of the proposed increase of the German fleet. According to the writer, there are 930 businesses in Bavaria, Württemberg, Baden, and Alsace-Lorraine engaged in the "over-sea" export and import trade, employing 250,000 persons, and exporting to a value of 9,200,000*l.*, and importing to a value of 12,050,000*l.*, making a total trade of

Maritime interests of South Germany. "Over-sea" export and import trade.

21,250,000*l.* Bavaria's share of these exports is 5,703,900*l.*, and of the imports 5,654,800*l.*

Exports to Great Britain from Bavaria. The exports from Bavaria to Great Britain and Sweden and Norway are lumped together, and amount to 1,961,050*l.*

Chief "over-sea" exports. In the above export total of 9,200,000*l.* to "over-sea" countries, the chief export values are chemicals, 1,727,600*l.*; trading business ("Handelsgewerbe"), 1,472,800*l.*; machinery, 1,298,900*l.*; textiles, 914,900*l.*; worked metals, 1,038,200*l.*

Chief "over-sea" imports. The chief import values from "over-sea" countries are textiles, 4,443,900*l.*; trading business, 3,084,800*l.*; articles of food, 1,518,050*l.*; chemicals, 843,505*l.*; machinery, 581,900*l.*

Imperial Minister for the Interior on export trade of South Germany. In the course of the debate on the first reading of the Fleet Bill in the Reichstag, the Imperial Secretary of State for the Interior, Count Posadowsky, pointed out that the cotton industry is more important in South Germany than in the North, and that about 125,000 tons of cotton were annually spun there, as well as 40,000 tons of wool, of which 90 per cent. was imported.

The toy trade of Nuremberg and Fürth, in Bavaria, chiefly accounted for 1,310,000*l.* worth of exports, of which 758,000*l.* worth went to England.

His Excellency also alluded to the importance of the machinery, electrical, locomotive, chemical, cement, and cellulose industries in South Germany, and to their depending so largely on an export trade.

The fact that Germany is now so largely an exporting nation, will not be without its influence when she comes to renew her commercial treaties in the near future.

Carbide and acetylene industries. Acetylene lighting is making good progress in Bavaria. The largest firm is that of Keller and Knappich, acetylene works, Augsburg-Oberhausen, which erects extensive acetylene installations, principally for factories. The following installations may be mentioned:—

1. K. and R. Lemberg, woollen hat factory, Augsburg, 300 jets.
2. Weaving works at Pfersee, near Augsburg, 1,000 jets.
3. Weaving works at Fischen, in Allgäu, 300 jets.
4. Stolzenberg factory, near Oos, in Baden, 500 jets.

Several more are being erected on a large scale.

The same firm has been commissioned by the Bavarian State Railways to light several railway stations with pure acetylene, and to erect the necessary plant for lighting railway carriages with acetylene oil gas. The railway station at Oberhausen is now attached to the acetylene gasworks of this firm. Further orders for lighting with acetylene oil gas have been placed with the firms of L. A. Rislinger, in Augsburg, and Julius Pintsch, in Berlin.

The first acetylene gasworks for lighting small towns was erected at Hassfurt, a town of 2,500 inhabitants, price 2 pf. per hour, and 20 candle-power. About 26 other small towns are so lighted in Germany.

Three months ago the carbide works at Lechlerwell commenced working with 2,000 h.p., to be increased later on; electric plant by Siemens and Halske, 2,500 h.p., kept in reserve.

An acetylene congress was held at Nuremberg in October, 1899, and an exhibition at Cannstadt, in Württemberg.

It would appear that Germany is likely to make herself as pre-eminent in the acetylene industry as she has done in the electrical industry, notably electric traction and lighting, owing, in great measure, to the spread of technical education. According to Mr. Frederick Rose, Her Majesty's Consul at Stuttgart, there were 120 firms in Germany at the end of 1899 engaged in the different branches of the acetylene industry.

Steatite burners are almost entirely made by two Nuremberg firms who have made great improvements.

A well-known electrical firm in Nuremberg has acquired water-power in Norway, at Sarpfoss, and also that of the Glommens; and other firms have acquired similar rights, representing in each case no less than 20,000 to 40,000 h.p. for the production of carbide. Carbide is also produced in Germany.

The year 1899 was even more disastrous for the bicycle and steel-ball trades than 1898. Most Bavarian companies showed a considerable loss on the year's working, chiefly owing to the extreme competition, as well as to the demand for very low-priced bicycles rather than those of better quality—7*l.* 10*s.* to 10*l.* being the usual price. Buyers who wish for a better-class machine prefer an American or English machine. Swifts and Premiers are those most met with in Bavaria, and Clevelands and Columbias, as regards American cycles, are bought for their extreme lightness.

The pictorial post-card collecting craze continues unabated, and "Boer cards" were used as a means of collecting money for the Boer wounded, under the auspices of the Free State Consul at Augsburg.

The writer has on former occasions called attention to the small and inconvenient size and shape of the old English post-cards, which prevented their fitting into the post-card albums of collectors. Since November, 1899, however, oblong post-cards, exactly the size and shape of Continental post-cards, are sold in England, and English manufacturers should now print cards of that maximum size only, and not square cards.

Graphite is one of the most valuable minerals found in Bavaria, and, like the lithographic stone, represents almost a monopoly for the country, as the only formidable competitor in the supply of natural graphite is the island of Ceylon.

The production of graphite in Ceylon has, however, in the last six years decreased from 30,000 tons to from 12,000 to 15,000 tons annually, causing a great rise in prices, as the deficit could not be made good from other sources. The price of Ceylon graphite ranges from 50*l.* to 75*l.* per ton.

In Bavaria the graphite deposits are found near Passau, and are inferior to the Ceylon graphite, as while the latter is nearly pure, the former has about 60 to 75 per cent. earthy substances mixed with it. The Passau graphite, however, can be purified by a very simple and inexpensive process, and a substance produced that is quite equal to the Ceylon graphite.

Wasteful
process of
raising
graphite.

Unfortunately, owing to local conditions, this process is little used, as the deposits are spread over a number of small proprietors, who work on a small scale in the cheapest manner possible; the result is that there is a regrettable waste of the raw material, and it is alleged that nearly 90 per cent. of the mineral is absolutely thrown away owing to this unscientific and short-sighted system of working, which must lead to the premature exhaustion of the deposits.

Graphite
raised in
1898.

In 1898 there were 49 graphite works in Bavaria, employing only 216 men, which produced 4,593 tons of graphite, worth 19,583*l*.

American
locomotives
on Bavarian
State
railways.

In January, 1900, an experimental trip was made on the Bavarian State Railway between Rosenheim, Holzkirchen, and Munich, with one of the Vanelain coupled goods engines recently delivered by a Philadelphia firm. The train had a load of 530 tons, and for a single engine to draw this heavy load on the $8\frac{1}{2}$ miles steep gradient between Westerham and Holzkirchen, was considered a remarkable performance.

Australian
tinned meat
import into
Germany.

A Munich journal lately called attention to the recent sharp competition between American and Australian tinned meat. In 1897 the import from the latter country direct to Germany amounted to 223,900 kilos. (4,254 cwts.) of tinned meat and 7,000 kilos. (133 cwts.) of meat extract; in 1898 the figures were 681,800 kilos. (12,954 cwts.) and 17,600 kilos. (334 cwts.), and in 1899 they rose to 1,186,000 kilos. (22,534 cwts.) and 49,100 kilos. (9,329 cwts.) respectively. The value of the imports of these two articles in 1899 was 50,000*l*. and 30,000*l*. respectively. In addition to this, large quantities of both these productions are imported from Australia via England, so that the total amount is already nearly half the import from the United States, which amounts to 2,538,500 kilos. (48,231 cwts.).

Tallow from
Australia.

The import of tallow from Australia to Germany was also considerable, viz., 8,800,000 kilos. (167,200 cwts.), worth 200,000*l*., in the last three years.

Success due
to despatch
of an agent
to Germany.

It is worth noting that the largely increased import trade with Germany is attributed to the despatch by the Queensland Government, in 1897, of an agent to the former country in order to induce German import firms to substitute Australian tinned meat for American.

Coal.

The production of ordinary coal in 1898 in Bavaria was 964,611 tons, and of brown coal 38,663 tons. The number of men employed and the amount of coal raised is increasing every year, but the best proof of the extent to which Bavaria is dependent on imported coals, was the coal famine which occurred at Munich and other Bavarian towns in the early months of 1900, during the strike at the coal mines in Bohemia.

Compressed
turf.

Compressed turf, of which an inexhaustible supply is obtainable from the extensive moors in Bavaria, is, however, largely used for firing in private houses, as well as wood, instead of coal or coke.

English
anthracite.

The only English coal regularly imported is anthracite, which

is used for the so-called "American" self-regulating stoves, burning continuously day and night. It sells retail at about 45s. per ton at Munich.

It appears, however, that during the coal strike in Bohemia alluded to above, the Munich municipal gas works imported large quantities of English coal, and that the extra cost in coals to the gas works averaged 30 per cent., necessitating their charging a higher price for their coke.

The quarries of lithographic stones at Solnhofen, in Bavaria, which before Senefelder's discovery of the art of lithography were used to supply flags for paving, &c., have now the reputation of supplying the world with the largest amount, and at the same time with the best quality of lithographic stone. The Bavarian stone is remarkable for its fine grain, and also for being found in large slabs. The stone found in the South of France is very inferior to it. In 1898 Germany exported 6,189 metric tons, of which 1,379 went to England, and 1,057 to France.

The following figures would seem to prove that the efforts, chiefly initiated by the Russian Minister at Munich, to which allusion has been made in the last two reports from this Legation, to stimulate the import of Russian petroleum into Germany, are meeting with a certain measure of success. In 1894 only 3 per cent. of the petroleum imported into Germany was of Russian origin, in 1898 it amounted to 6.4 per cent., and in 1899 it actually reached 11.6 per cent. In the same year the import of the American product showed a diminution for the first time:—

PETROLEUM IMPORT.

| | Quantity. | | |
|--------------------------------|------------|------------|------------|
| | 1894. | 1898. | 1899. |
| | Met. tons. | Met. tons. | Met. tons. |
| From Russia | 232 | 613 | 1,113 |
| „ United States of America | 7,574 | 8,729 | 8,269 |
| Total imports from all sources | 7,851 | 9,546 | 9,639 |

It is suggested that dealers should be forced to sell Russian petroleum as such, and not as "petroleum" merely, leaving buyers in doubt as to whether it comes from Roumania, Galicia, America, or Russia.

Whereas in previous years a tendency was evident of a declining trade with the United States, owing to the high import duties, the exports from Bavaria in 1899 show a large increase over 1898. Thus the district of Bamberg registered an increase in value from 463,488 dol. in 1898 to 579,778 dol. in 1899, that of Munich from 509,585 dol. to 841,405 dol., and that of Nuremberg from 1,786,464 dol. to 3,359,138 dol., an increase of

English
gas-coal
imported
in 1900.

Export of
lithographic
stones.

Import of
Russian
petroleum
increasing.

Exports to
United
States.

Large
increases
recorded.

nearly 50 per cent. With a single exception, similar increases were noted in all the districts in Southern Germany generally. As every invoice for export has to be legalised, it is easy for American consular officers to calculate the value of the exports to the United States of America.

Pencil trade.

The German pencil export trade, in which Bavaria, with her important pencil factories in Nuremberg is largely interested, has of late suffered severely from the competition of large American pencil makers at New York and elsewhere, some of which turn out from 12,000 to 18,000 gross per week. In spite of efforts in Germany to cheapen the production so as to counteract the effect of heavy import duties in foreign countries, the common and medium qualities of German pencils are said to be almost driven from the field. The ingenious labour-saving machinery of the American factories, and their large scale of production, and especially the cheaper price at which they can supply themselves with cedar wood, are the chief causes for the failure of German makers to hold their own. The fact is, that Germany is practically dependent on the United States of America for her supply of suitable cedar wood, and has to put up with what she can get, the Americans keeping the best for themselves; then again comes the cost of transport of the timber and an import duty on arrival in Germany. In 1898, 1,332 tons of cedar wood, worth 235,000*l.* were imported.

Development of small industries.

Permanent machinery exhibition.

The Machinery Exhibition held at Munich in 1898 showed, as stated in the last report from this Legation, that the industrial classes made too little use of modern machinery and mechanical appliances. To remedy this want the Bavarian Ministry of the Interior decided in 1899 to establish a permanent exhibition of machinery and tools suitable for persons engaged in small industries ("Kleingewerbe") in connection with the Bavarian Industrial Museum at Nuremberg. The estimated cost of this exhibition building, with mechanical-technical and chemical-technical laboratories attached to it, is about 17,500*l.*

Work of industrial museum at Nuremberg in connection therewith.

In accordance with the recommendations made by the Ministry of the Interior in 1898, the museum has helped to found seven work associations already, which have been supplied with 77 power motors, developing 233½ horse-power, and 112 machines chiefly for associations of joiners, cabinet-makers, and shoe-makers, and lectures have been given in various parts of the kingdom to explain the objects of these associations, and literature on the subject has been disseminated. In the winter months of 1899 lectures were held in 55 Bavarian towns on the technical and artistic aspects of industry.

The total expenses of the Industrial Museum at Nuremberg, to which the State contributes 5,000*l.* annually, amounted in 1899 to 10,169*l.* The State has lent 4,000*l.* free of interest, repayable by 10 yearly instalments, towards the expense of building the machinery exhibition already alluded to.

Stuttgart export pattern depôt.

The depôt at Stuttgart of patterns of German goods for export

continues to increase in usefulness, and more and more European exporters and trans-Atlantic firms apply to the dépôt for price lists and samples of German productions. The sample collections are continually being enriched by novelties, and the prices altered according to the fluctuations of the market. In 1899 no less than 2,519 orders were registered, either made at the dépôt or by correspondence, some of them for a considerable amount.

In November, 1899, the Munich Chamber of Commerce decided to contribute to the erection of a sample dépôt in Sydney, as Australia is a large importer of German goods. The cost is estimated at 7*l.* 10*s.* per square metre of exhibition room. There is a society for the formation of such sample dépôts for German goods abroad, and that at Sydney will be the first established. This is another proof of the determined efforts of Germany to advance her trade with Australia, aided by her subsidised lines of steamers, and especially by the numerous German subjects, or Germans who have become naturalised British subjects and settled there.

A society for the improvement of the housing of the artisan class was formed in 1899 in Munich, the shares being taken up by private persons who intend to manage the concern on business principles. The society hopes the municipality will assist by taking 3½ per cent. shares or by lending money for the purpose of supplying dwellings for municipal employés and artisans.

The cost of a dwelling is estimated at 210*l.* to 250*l.*, and it is suggested that the town should advance on loan about one-third of the cost, so that for 1,000 dwellings for municipal employés an advance of about 60,000*l.* would be required. The artisans themselves could take shares (costing 15*l.* each) in the undertaking, and would thus have an interest in its success.

The Bavarian Government not long ago advanced a sum of money to building societies to provide cheap tenements for employés on the State railways, posts, and telegraphs at Laim 3 miles from Munich, and building is going on rapidly there already.

It is stated that a similar system has been adopted by the municipalities of Frankfort-on-Maine, Düsseldorf, Leipzig, and Nuremberg.

The average rent of apartments in Munich has risen from 1895 to 1898 in the case of apartments of two, three, four, and five rooms by 17, 23, 19, and 21 per cent., to 15*l.* 14*s.*, 29*l.* 5*s.*, 41*l.* 10*s.*, and 61*l.* 8*s.* respectively, so that an official with less than 150*l.* salary cannot well exist at Munich. In view of this fact, since July 1, 1899, the municipality give their employés a lodging allowance.

The Munich municipality propose to institute an inquiry into the housing conditions of the whole city. The inquiry is estimated to cost 4,000*l.*, half of which it is expected will be found by the State, and the materials collected will take one and a half to two years to classify. The housing of the working classes is the chief object of the inquiry, and the conditions under which

Sample dépôt
at Sydney.

Society for
improvement
of artisans'
dwellings.

Suggested
loans by
municipality
to house their
employés.

Rise in house
rents since
1895.

Inquiry into
housing
question to
be held at
Munich.

Electric tramways and cheap transit.

they live, as regards dimensions of rooms, lighting, ventilation, water and sanitary arrangements, &c. The inquiry made at Basle in 1898 will serve as a model, that made at Berne in 1899 being too minute for so large a town as Munich.

Cheap and rapid communication both between the different quarters of the town and with the suburbs is so intimately connected with the housing problem, that it may be as well to again record the fact that the conversion of all the Munich tramways from horse to electric traction is making rapid progress, the overhead system, as the cheapest and simplest, being that adopted. A uniform charge of 10 pf. is made for a journey of any length, if made without changing cars. The electric cars convey 40 passengers, and often another car for 30 passengers is attached, making a maximum of 70. The following figures show the increased traffic resulting from the introduction of electric traction on two tramway lines in Munich, and the increased carrying power of the lines :—

| Year. | | | Line XI. | | Line XII. | |
|---------|----|----|-----------------|-------------|-----------------|-------------|
| | | | Car-kilometres. | Passengers. | Car-kilometres. | Passengers. |
| 1894-95 | .. | .. | 322,124 | 1,190,807 | 342,671 | 1,098,163 |
| 1895-96 | .. | .. | 401,230* | 1,940,962 | 400,299† | 1,858,897 |
| 1896-97 | .. | .. | 409,021 | 2,009,674 | 569,349 | 2,368,686 |
| 1897-98 | .. | .. | 431,796 | 2,126,216 | 672,746 | 2,791,041 |

* Electric introduced July 1, 1895.
† Electric introduced Oct. 23, 1895.

Cheap suburban trains.

Another great boon to persons of small means is the system of cheap third-class suburban trains ("Vorortzüge") at Munich and Nuremberg. They run at frequent intervals all day, have plain, roomy carriages, heated in winter, and resemble steam trams more than railway trains. Tickets are sold in "penny in the slot" machines for short journeys up to 6 kiloms. The large train-load carried with these carriages might well be imitated by British railway companies.

The following is the scale of fares :—

| Kilometres. | | Miles. | | Amount. | |
|-------------|-----|--------|-----|-----------|-----------|
| From— | To— | From— | To— | Currency. | Sterling. |
| | | | | Pfennig. | d. |
| 1 | 6 | .. | 3½ | 10 | 1½ |
| 7 | 8 | 4½ | 5 | 15 | 2 |
| 9 | 11 | 5½ | 7 | 20 | 2½ |
| 12 | 13 | 7½ | 8 | 25 | 3 |
| 14 | 16 | 8½ | 10 | 30 | 3½ |
| 17 | 18 | 10½ | 11½ | 35 | 4½ |
| 19 | 21 | 11½ | 13 | 40 | 5 |
| 22 | 23 | 13½ | 14½ | 45 | 5½ |
| 24 | 26 | 15 | 16½ | 50 | 6½ |
| 27 | 28 | 17 | 17½ | 55 | 6½ |
| 29 | 30 | 18 | 18½ | 60 | 7½ |

On a fine Sunday or holiday in spring or summer 100,000 tickets, mostly for these suburban trains, are sold at Munich to excursionists to the environs.

As Munich is probably one of the best lighted towns in Europe, it is interesting to note that the expense of street lighting in 1898 was 42,500*l.*, or 1·925 marks (about 1*s.* 10½*d.*) per head. 40 kiloms., or 25 miles, of streets were lighted by electricity at a cost of 25,947*l.* in 1898, inclusive of sinking fund expenses, depreciation, &c. Improved incandescent gas lamps are used in all other streets, and whereas the old-fashioned burners used 127·4 to 140 litres (4·45 to 4·9 cubic feet) of gas per hour, yielding only about 12 units of light, the incandescent burners only consume 100 litres (3·5 cubic feet) per hour, and give out 70 units of light.

The gas, electric light, water and tramway systems are managed by the municipality. The gasworks, which charged over 7*s.* per 1,000 cubic feet, and paid dividends of 20 per cent., were taken over by the town on November 1, 1899, and it is a matter for surprise that the municipality shows no sign of reducing this very high charge.

The Munich municipality has recently compiled a record of the remarkable progress of the city from a hygienic and sanitary point of view, in the last 30 or 40 years, with which the distinguished name of Dr. Von Pettenkofer will ever be associated. The opening in 1878 of the central slaughter-house, whereby 800 private slaughter places were abolished at a blow, resulted in the almost complete extinction of typhus, through the purification of the soil, by 1881. In this latter year only was a new system of main drainage begun, designed by the well-known English engineer Gordon, and in 1883 a new water supply was completed at a cost of 300,000*l.* The mortality, which was 40·4 per 1,000 in 1871–75, fell to 30·4 per 1,000 in 1881–85, and to 24·1 per 1,000 inhabitants in 1896–98, so that Munich must now be considered a very healthy town.

The water supply brought from the mountains, Mangfall Water supply.

Valley, in 1883, was calculated to supply 300,000 persons with 150 litres or 33 gallons per head per day, that is at the rate of 520 litres (114 gallons) per second to the reservoir, and at the rate of 910 litres (200 gallons) per second to the town mains. The population has now increased to 450,000, but the water supply has been increased to 1,400 litres per second (308 gallons) of the purest water. The charge is $\frac{1}{4}$ d. per 1,000 litres (equal to 220 gallons), and a minimum rate of 1*l.* 16*s.* per annum for a house.

Sewage disposal.

The Munich sewers discharge their contents direct into the Isar, and so far it is not found that any sensible deterioration in the river water has resulted, owing to the extreme rapidity and considerable volume of this river. The construction of a catch-pit to remove matter in suspension is, however, contemplated, but no other preliminary purification is thought to be necessary.

Isar electric supply works.

At Höllriegelsgerent, on the Isar, a few miles above Munich are electric supply works, with four turbines, developing 2,000 horse-power, while provision is being made for a further 4,000 horse-power. The creation of these works has called into being an entirely new industrial district, which is supplied with light and power by their agency. First of all Sendling was served, and now 21 other localities near Munich benefit by these works, which afford a most interesting object lesson in showing the means, where the necessary water power exists, of removing factories, workshops and labourers' dwellings to cheaper and healthier localities outside great cities. Factory chimneys, with their noxious fumes and smoke and unsightly aspect, can then be reduced in number.

A new industrial district created and factories removed from the town.

The experiment of the Isar works has proved a great success, as there are now 90 undertakings of all kinds, including 25 farms, supplied with light and power by them; many of these works previously sold their valuable buildings and sites in the centre of the town, and bought far cheaper sites with siding connections with the railway, and built workmen's dwellings adjoining at great profit and economy in working expenses. In all there are 151 electro-motors with 1,062 horse-power, and 21 motors with 267 horse-power in course of erection, besides which 13,500 incandescent lamps and 329 arc lamps are supplied with electric current. A steam engine of 1,000 horse-power is held in reserve. The electric cables measure 56 miles long, with 30 miles of secondary distributing cables.

Munich electric supply works.

The Munich municipal electric supply works on the Isar are largely worked by turbines, with reserve steam engines, the former of the Francis system, with an elaborate system of regulators according as the river is high or low. During the recent floods the accumulators were under water for some days, but continued to give out current.

Model sanatoria.

In 1898 an institution for the reception of persons suffering from diseases of the chest was opened at Planegg near Munich. It stands in well wooded grounds of about 40 acres, and is for

men only, but a similar institution is to be built for women. The charge is 3*s.* 6*d.* per diem, and for private patients in separate rooms 5*s.* per diem. The institution was founded by private initiative.

In 1900 a municipal sanatorium was opened at Harlaching, standing on high ground not far from Munich; it is for convalescents from municipal hospitals, and has 200 beds, which can be increased to 500 to 600 beds. The grounds extend to 17 acres, and patients are allowed to walk in the adjacent State forest. Patients of both sexes are admitted, but there are two separate departments with separate gardens and forest walks.

Until May, 1900, only 25 duly licensed automobiles, whose drivers had given satisfactory proof of their skill to the police authorities, were allowed to circulate in Munich, but the restriction as to the number has now been withdrawn. A maximum of 12 kiloms. per hour, about 7½ miles, is proposed to be adopted in the town, but certain streets are prohibited, and when passing through archways, automobiles must travel at a foot's pace. Somewhat similar regulations exist for cyclists, who have also to display their registered number in front and rear of the cycle. Visitors should buy a plan of the town with the prohibited streets marked in red. Outside towns and villages cyclists are allowed to ride on footpaths, but have to give way to pedestrians.

Disastrous floods occurred in Bavaria in the middle of the month of September, 1899, caused by continuous heavy rain and the melting of mountain snows, and the River Isar rose to an unprecedented height and carried away two fine bridges at Munich. Damage to many millions of marks was caused by the rivers and lakes overflowing their banks everywhere, and the railway service had in many places to be entirely suspended for short or long periods. The Bavarian Diet has voted large grants of money in relief of the districts that suffered most from the floods.

The yield of corn per hectare in Bavaria last year was the largest since records were made in 1871, and the quality was also excellent. Rye, oats, barley, wheat, and spelt are the cereals grown, arranged according to their importance; the average crop in 1899 being 15·4, 16·2, 17·4, 16·4, and 17 double centners per hectare. (1 double centner = 100 kilos. = 220 lbs.).

The frequent and destructive hailstorms in the summer months are serious drawbacks to agriculture in Bavaria. In the year 1899 (a favourable year, as only 9·3 per cent. of the parishes in the Kingdom were so afflicted, as against 16·5 per cent. in 1898), the damage done by hailstorms was valued at 113,998*l.*, spread over an area of 50,952 hectares (125,903 acres). It is the almost universal custom to insure against such damage.

There already exist in Bavaria State managed institutions for fire insurance, hail insurance, and cattle insurance (cattle and goats), and now by the law of April 15, 1900, a department for the State insurance of horses has been founded. It was originally intended that only agricultural horses should be insurable, but

Automobiles.

Cyclists' regulations at Munich.

Disastrous floods.

Harvest, 1899.

Damage to crops by hailstorms.

State insurance institutions.

Horse insurance.

it is now intended that all classes of horses shall be eligible. The premium payable is proportionate to the risk, the limit is 50% in value, and the age at which insurable is from eight months to 15 years. Insurers must belong to a horse insurance society, and the formation of such societies is to be taken in hand by the parishes at the request of horse owners. The valuation of the animal is to be fixed by a committee of the society. The new institution will be supported by a State contribution of 25,000% capital, and 2,000% annually, and is to be managed by the existing insurance department as economically as possible.

Success of
cattle
insurance.

The cattle insurance institution was created only four years ago, and is already the most important in all Germany in the amount insured and in the number of insurers.

Horse
breeding.

The interest taken by the Bavarian Government in horse-breeding, chiefly with a view to providing cavalry remounts, is evidenced by the following supplementary estimate to the Budget of the Ministry of the Interior for the years 1900 and 1901 for breeding studs —

| | Amount. |
|---|---------|
| | £ |
| To erect buildings for a stud farm at Erding .. | 33,560 |
| For alterations to the stud farm at Augsburg .. | 27,000 |
| For alterations to the stud farm at Landschut .. | 12,500 |
| For new summer stabling in connection with the stud farm of Zweibrücken | 1,250 |
| Total | 74,310 |

Tobacco
culture.

Tobacco culture continues to decrease in Bavaria as in other tobacco-growing districts in Germany. Whereas in 1890 there were 3,970 hectares (9,810 acres) with tobacco in Bavaria, the area so planted had shrunk to 2,004 hectares (4,952 acres) in 1899, planted with 7,881 plants.

Vintage,
1899.

After the very bad years 1896, 1897, and 1898, the vintage in the Bavarian Palatinate gave the abundant yield of 739,526 hectolitres (16,269,572 gallons) of wine of good quality, but slightly inferior to the exceptional vintages of 1893 and 1895.

Price per
hectolitre.

In Lower Franconia the yield was a very small one, only 58,288 hectolitres (1,282,336) gallons of wine, but the quality was very good and slightly superior to the Palatinate vintage of 1899. The value per hectolitre* in the two provinces was 33.90 marks and 35 marks respectively; these prices compare with 39.90 and 41.40 marks in 1895, and far lower prices in the intermediate years.

Increase in
vineyards.

The area in Bavaria planted with vines has since 1893 increased by 897 hectares (2,205 acres), of which 632 hectares (1,551 acres) are in bearing.

* 1 hectolitre = 22 gallons.

The hop crop in Bavaria yielded only 223,556 centners* in 1899 with an average yield of 10·04 centners per hectare of good to average quality. The yield in 1898 was 262,073 centners, or 10·50 centners per hectare, and the quality was superior to that of 1899. The land planted with hops has decreased by 2,362 hectares (5,836 acres) since 1893, but Bavaria still produces nearly half the entire hop crop of Germany, which averages about 550,000 centners.

An Exhibition of Barley and Hops, and of appliances connected with their cultivation, preparation, drying and cleaning, for brewing purposes, is to be held at Munich at the beginning of October, 1900.

The import of hops into Germany amounted to 61,430 centners, of which 58,018 centners came from Austria-Hungary, and only 2,112 centners from Russia, in spite of the efforts of the latter country to increase the trade. In 1898, 47,710 centners, and in 1897, 53,478 centners were imported. As regards the exports of hops they amounted to 153,956 centners in 1899, as against 148,552 and 198,012 centners in 1898 and 1897 respectively. The chief importers in 1899 were Great Britain, 31,542; Belgium, 27,990; France, 23,040; United States of America, 11,030; Holland, 8,410; Denmark, 7,868; Sweden, 7,756; and Austria-Hungary, 7,234 centners.

From these figures it will be seen that the export of hops from Germany is nearly three times as large as the import; moreover, the latter are chiefly fine Bohemian hops, absolutely indispensable for the brewing of light beers, such as Pilsener. It is not surprising, therefore, that the Nuremberg Chamber of Commerce has petitioned against any increase in the import duty on hops, fearing reprisals on the part of other countries.

The improvement of the water communication between the Danube and the Rhine, in which Prince Ludwig of Bavaria takes a special interest, continues to occupy public attention. The route is by the Main viâ Aschaffenburg to Kelheim on the Danube; and it would be necessary to deepen the existing canal so as to allow larger vessels to use it, and to avoid the bridge at Regensburg. The scheme is opposed on account of the cost, about 15,000,000*l.*, and because the State would create a competitor to its own railways, and agriculturists object on protectionist grounds as well.

The Bavarian Diet has voted a sum of money for an office to inquire into the question of the canalisation of the Main; and the Government is in favour of canalising the river as far as Aschaffenburg, which would not injure the agricultural interest, but they are evidently not inclined to favour the larger scheme alluded to above, on account of technical and financial difficulties.

The Budget for each of the years 1900 and 1901, as presented to the Chambers in October, 1899, balanced at 421,296,854 marks (21,064,842*l.*) after allowing 2,207,649 marks (110,382*l.*) as a

* 1 centner = 110 lbs.

provision for unforeseen expenditure. The extraordinary expenditure and receipts, included in the above total, are 13,032,986 marks (651,649*l.*) and 950,000 marks (47,500*l.*) respectively.

The Budget for this XXVth financial period, 1900 and 1901, exceeds that for the XXIVth period, 1898-99 by 41,938,799 marks (2,096,939*l.*) for each year, and the expenditure in 1898-99 was itself estimated at 1,700,000*l.* more than in the two preceding years 1896-97, in spite of the large annual saving effected by the conversion of the debt in 1896.

The increased expenditure of 2,096,939*l.* in each of the years 1900 and 1901 is chiefly due to the enhanced amount (1,048,063*l.*) of the railway working expenses, but larger receipts from most sources of revenue are expected to supply the money needed without recourse to additional taxation. The Minister of Finance, in fact, describes the financial condition of Bavaria as completely sound.

The introduction of the new Imperial Civil Code into Bavaria from January 1, 1900, is the chief cause of an increase of 150,000*l.* in the vote for the Ministry of Justice.

The quota to be paid to the Empire in 1900 and 1901 is estimated at 187,219*l.* more per annum than in 1898-99.

In his Budget speech of September 30, 1899, the Bavarian Minister of Finance described the revenue returns for the years 1896 and 1897 as "surprising," as a surplus of about 65,000,000 marks (3,250,000*l.*) was obtained in the two years, a very large sum on a Budget of only 17,267,825*l.* for each year, making 1,625,000*l.* for either year.

The State railways yielded a large part of the above surplus, the remainder being made up by the following items, viz., 1,163,000*l.*, posts and telegraphs; 105,000*l.*, Bavaria's share of customs duties; tobacco, spirits and Imperial stamp duties, 414,500*l.*; succession duties and stamps, 584,500*l.*; and direct taxes, 61,000*l.*

The practice in Bavaria of framing the Budget for periods of two complete years, makes it difficult for the Minister of Finance to estimate what the revenue from the State railways may amount to, depending as it does on the state of trade in the country and other factors, but the fact remains that the constant large surpluses have been severely criticised in some quarters; the surplus in 1896 and 1897 is in fact equal to 10 per cent. of the estimated revenue. A similar percentage on the English Budget would give a surplus of over 10,000,000*l.* per annum.

The surpluses in Bavaria are usually not applied to the reduction of debt, but devoted to "extraordinary" expenditure on various heads, such as capital expenditure on the State railways, re-planting of State forests, prison, school, university extensions and on post office buildings, museums, &c.

The Budget for the years 1900 and 1901, as finally passed into law by the Finance Law of June 30, 1900, modified the original Budget figures somewhat, and increased both expenditure and revenue by 11,623,125 marks or 581,156*l.* for each year.

The yearly average has been fixed at :—

EXPENDITURE.

| | | | | | Amount. | |
|----------------------------|----|----|----|----|-------------|------------|
| | | | | | Currency. | Sterling. |
| | | | | | Marks. | £ |
| Administrative expenditure | .. | .. | | | 200,944,749 | 10,047,237 |
| Supply services | .. | .. | .. | .. | 231,975,240 | 11,598,762 |
| Total | .. | .. | .. | .. | 432,919,989 | 21,645,999 |

REVENUE.

| | | | | | Amount. | |
|-------|----|----|----|----|-------------|------------|
| | | | | | Currency. | Sterling. |
| | | | | | Marks. | £ |
| Total | .. | .. | .. | .. | 432,919,989 | 21,645,999 |

The following are the details of the estimated revenue and expenditure for each of the years 1900 and 1901:—

EXPENDITURE.

| | Amount. | |
|---|-------------|------------|
| | Currency. | Sterling. |
| | Marks. | £ |
| A. ADMINISTRATIVE EXPENDITURE. | | |
| Direct taxes | 1,200,090 | 60,004 |
| Stamps, fines, succession duties | 895,660 | 44,783 |
| Customs and indirect taxation | 14,967,080 | 748,354 |
| Mines, foundries, salt works.. .. . | 8,175,991 | 408,799 |
| Mint | 321,577 | 16,078 |
| State railways | 122,540,858 | 6,127,046 |
| Posts and telegraphs.. .. . | 33,294,505 | 1,664,725 |
| Steamboats and canals | 800,983 | 40,049 |
| Official gazette | 32,872 | 1,643 |
| Forest, chase, pasturages | 16,941,684 | 847,084 |
| Court brewery, vineyards, fisheries.. .. . | 1,605,209 | 80,260 |
| Land tax | 158,380 | 7,919 |
| Miscellaneous.. .. . | 9,860 | 493 |
| Total A | 200,944,749 | 10,047,237 |
| B. SUPPLY SERVICES. | | |
| Civil lists and appanages | 5,402,683 | 270,134 |
| Public debt | 49,394,200 | 2,469,710 |
| Bavarian Diet.. .. . | 618,240 | 30,912 |
| Ministry of Foreign Affairs and Household | 673,418 | 33,671 |
| Justice | 20,154,473 | 1,007,723 |
| Interior | 28,811,460 | 1,440,573 |
| Worship and Education | 30,473,116 | 1,523,655 |
| Finance | 4,986,990 | 249,349 |
| For Imperial objects.. .. . | 69,061,704 | 3,453,085 |
| Pensions to civil servants, widows, &c. | 17,911,848 | 895,592 |
| General reserve | 4,437,108 | 224,355 |
| Total B | 231,975,240 | 11,598,762 |
| Total A | 200,944,749 | 10,047,237 |
| Grand total | 432,919,989 | 21,645,999 |

REVENUE.

| | Amount. | |
|---|-------------|------------|
| | Currency. | Sterling. |
| | Marks. | £ |
| From previous periods | 49,721 | 2,486 |
| Direct taxes | 36,689,000 | 1,834,450 |
| Stamps, fines, succession duties | 27,448,200 | 1,372,410 |
| Customs and indirect taxation | 49,265,950 | 2,463,297 |
| Mines, foundries, salt works.. .. . | 8,580,071 | 429,003 |
| Mint | 400,957 | 20,047 |
| Royal bank at Nuremberg | 700,000 | 35,000 |
| State railways | 169,047,580 | 8,452,379 |
| Posts and telegraphs | 86,655,726 | 1,832,786 |
| Steamboats and canals | 691,390 | 34,569 |
| Official gazette | 63,450 | 3,172 |
| State forests, chase, pasturages | 34,206,000 | 1,710,800 |
| Court brewery, vineyards, fisheries.. .. . | 2,319,005 | 115,950 |
| Land tax | 6,046,700 | 302,835 |
| Miscellaneous receipts | 1,063,230 | 53,161 |
| Palatinate railways | 500,000 | 25,000 |
| Assigned by the Empire (customs, &c.) | 59,193,009 | 2,959,650 |
| Grand Total | 432,919,989 | 21,645,999 |

The Bavarian army estimates form a separate budget, and the Bavarian expenditure for 1899, that is, from April 1, 1899, to March 31, 1900, was estimated at 3,868,476*l.*, an increase of 172,803*l.* over 1898, which is accounted for by the gradual increase of the German army from October 1, 1899, to March 31, 1904, as fixed by the Imperial Law of March 25, 1899.

The public debt of Bavaria at the end of 1899 amounted to:— Public debt in 1899.

| | Amount. | |
|---------------------------|------------|---|
| | | £ |
| | | |
| General debt | 10,155,625 | |
| Railway debt | 55,763,740 | |
| Ground rent debt | 6,814,142 | |
| Agricultural debt | 193,255 | |
| Total | 72,931,762 | |

At the end of 1897, the total debt was 70,722,608*l.*; the increase is due to new railway loans for 2,299,000*l.*

After protracted discussions, the Bavarian Diet passed in Income-June, 1899, the following laws dealing with the taxation of *tax* laws. income:—

A. *Einkommensteuer* or tax on professional incomes, salaries, pensions, &c.

B. *Kapitalrentensteuer* or tax on income from capital invested.

C. *Gewerbesteuer* or tax on income from trade.

(642)

C

Schedule A (to adopt the English term) is a progressive tax and rises from a minimum of 50 pf. (6*d.*) on incomes under 500 marks (25*l.*), to a maximum rate of 3 per cent. on incomes over 50,000 marks (2,500*l.*) per annum.

Schedule B is a progressive tax rising from a minimum of 1½ per cent. on incomes from capital of 70 to 100 marks (3*l.* 10*s.* to 5*l.*), to a maximum of 4 per cent. on incomes exceeding 100,000 marks (5,000*l.*).

Schedule C is also progressive and ranges from a minimum of 50 pf. (6*d.*) on trade incomes not exceeding 500 marks (25*l.*) to a maximum of 3½ per cent. on trade incomes of 41,000 marks (2,050*l.*) and upwards.

A new principle enacted by these laws is that foreigners who have their residence in Bavaria, or who reside there longer than one year, have to pay the tax on that part of their income which falls under these laws, which is either drawn from Bavaria or brought thither.

The object of these laws cannot be supposed to be to raise additional income, in view of the large annual surpluses, but rather to readjust the scale of taxation. The greatest opposition was directed against the tax on trade incomes, and several firms have moved or threatened to move their businesses to other German States sooner than pay the new tax.

The principle has just been adopted, both in Bavaria and Prussia, of a special scale of taxation, based on the annual turnover, for "stores" or large cash retail houses. The latter are very unpopular owing to their underselling the small traders, and prosecutions for false trade descriptions of the goods sold by these stores are frequent.

No. 2516 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

GERMANY.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF THE CONSULAR
DISTRICT OF DANTZIG.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2335.

*Presented to both Houses of Parliament by Command of Her Majesty,
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*Report on the Trade and Commerce of the Consular District of
Dantzic for the Year 1899*

By MR. CONSUL HUNT.

(Received at Foreign Office, August 7, 1900.)

In the year 1899 Dantzic's trade, industry, and shipping shared Trade in the general prosperity of the rest of Germany, as shown by the generally published statistics. Trade and shipping show an all-round improvement over the year 1898, both in imports and exports, and the local industries have been augmented by the starting of fresh enterprises. The industrial zeal reported last year continues and every opportunity is taken to compete with the manufacturing centres of the south and west of Germany. This development of the manufacturing interest in the two eastern provinces of Prussia, in which Dantzic takes a leading part, has drawn large sums from the investing public. In the town of Dantzic alone it is estimated that, since the year 1896, capital to the extent of 15,000,000 marks about (750,000*l.*) has been sunk in new undertakings. The industrial activity affects the local labour market and numerous strikes occurred and were only put an end to by conceding higher wages and shorter hours to the work-people. Some of the works had to lessen their output on account of the want of hands.

Turning to the volume of seaborne trade at the port of Dantzic in the year 1899, in comparison to the two preceding years, and excluding vessels in ballast, calling for orders, or seeking refuge, we find :—

ENTERED.

| Year. | Number of Vessels. | Register Tons. | Cargo. |
|--------------|-----------------------|-------------------|---------|
| | | | Tons. |
| 1899 | 1,396 | 535,531 | 808,578 |
| 1898 | 1,478 | 533,841 | 797,734 |
| 1897 | 1,431 | 502,432 | 790,197 |

(664)

A 2

DANTZIG.

CLEARED.

| Year. | Number of Vessels. | Register Tons. | Cargo. |
|--------------|-----------------------|-------------------|------------------|
| 1899 | 1,376 | 489,916 | Tons. 658,945 |
| 1898 | 1,384 | 473,556 | 648,209 |
| 1897 | 1,380 | 479,209 | 616,918 |

The following figures show a turn-over of imports and exports combined of—

| Year. | Quantity. | Value. |
|--------------|-----------|------------|
| | Tons. | £ |
| 1899 | 1,465,523 | 10,814,550 |
| 1898 | 1,445,943 | 10,375,000 |
| 1897 | 1,407,115 | 9,721,000 |

Of the 1,396 vessels that arrived at Dantzic laden in 1899, 406 came from the United Kingdom, and of the 1,376 that left with cargoes, 353 were bound to British ports.

Owing to the severe frost in December, 1899, the steam ice-breaker had to be employed in keeping the waterway to Dantzic open. This necessitated the imposition of the ice tax on all shipping using the approaches to the port to pay for the working expenses of the ice-breaker.

Imports.

The total of the imports by sea was affected, as in 1898, by the diminished arrivals of British coal due to the prohibitive prices prevailing at the shipping ports, and the high freights charged during the year. The imports of British coal were :—

| Year. | Quantity. |
|--------------|-----------|
| | Tons. |
| 1899 | 251 |
| 1898 | 292 |
| 1897 | 332 |

This falling off was largely compensated for by the increased arrivals from the Silesian coal-fields, namely :—

| Year. | Quantity. |
|--------------|-----------|
| | Tons. |
| 1899 | 180,000 |
| 1898 | 152,000 |
| 1897 | 81,000 |

Other articles show a marked increase, for instance iron ore from the north of Sweden in transit for Upper Silesia 106,000 tons in 1899, as against 83,000 tons in 1898, and 62,000 tons in 1897. Manufactured iron in 1899 increased by 18,000 tons and machinery by 5,500 tons due to the greater industrial activity in and around Dantzig. The shipments of Russian salt from Eupatoria, first tried in 1898, continued in 1899, some 9,900 tons being received in transit for Poland, as against 5,300 tons in 1898. Another increased import is resin 4,600 tons in 1899, as against 2,600 tons in 1898. It nearly all goes to Russian Poland and the demand for it steadily increases in spite of the high duty, 4*l.* per ton. Building and paving stone increased from 36,700 tons in 1898 to 48,000 tons in 1899, and petroleum from 39,400 tons to 41,900 tons in the same time.

The most important decrease from a British point of view was that of cured herrings, 18,000 tons in 1899, as against 32,000 tons in 1898, ascribed to the bad catch of the year. Rice also shows a smaller import, as potatoes were plentiful, and so does tallow due to the short supplies from Australia on the London market.

With regard to the principal articles dealt in here, I have to offer the following remarks:—

Nearly half of the trade in salt is in the hands of forwarding Salt agents. The finer qualities are from the United Kingdom and the German salt springs. The coarse salt is from the Black Sea and Spain, and goes principally to Poland. Although the competition was great, prices ruled high on account of the dear freights.

TOTAL Import of Salt at Dantzig during the Years 1899–97.

| Origin. | Quantity. | | |
|----------------------|-----------|--------|-------|
| | 1899. | 1898. | 1897. |
| | Tons. | Tons. | Tons. |
| United Kingdom | 6,670 | 6,853 | 6,208 |
| Russia | 9,945 | 5,343 | .. |
| Spain | 282 | .. | .. |
| German ports | 125 | 154 | 137 |
| Total | 17,022 | 12,350 | 6,345 |

The prices of the ordinary and medium qualities of rice during the first months of 1899 were firm, but then gave way, somewhat rising again towards the end of the year. Moulmein, Patna, and Japan rice, which are the best received at this port, owing to the small crop were quoted at 1*s.* to 1*s.* 6*d.* per cwt. higher than usual. 5,080 tons were imported in 1899, as against 6,646 tons in 1898, and 4,428 tons in 1897.

(664)

A 3

Lard. Trade in lard opened in the first months of the year at 1*l.* 10*s.* per cwt., rising to 1*l.* 11*s.* 6*d.* per cwt. at the end of December. Business in this article was very quiet—the quotations during the year between the highest and the lowest not exceeding 3*s.* per cwt. Traders and consumers bought leisurely, as it was required, and no speculative transactions took place. The total import in 1899 was 3,604 tons, of which 668 tons came from the United Kingdom, as against 4,406 and 825 tons respectively in 1898. Most of it comes to Dantzig from the larger German ports.

Tallow. The supply of tallow from Australia during the year 1899 did not keep pace with the demand, reducing the stocks in London at the end of the year very considerably. The actual figures during the last four years being as follows :—

TABLE of the Stocks of Tallow in London at the end of the Years 1899-96.

| Year. | | | | | | Quantity. |
|-------|----|----|----|----|----|-----------|
| | | | | | | Casls. |
| 1899 | .. | .. | .. | .. | .. | 17,401 |
| 1898 | .. | .. | .. | .. | .. | 26,160 |
| 1897 | .. | .. | .. | .. | .. | 33,874 |
| 1896 | .. | .. | .. | .. | .. | 50,169 |

The price on January 1, 1899, for the best tallow was 25*l.* 5*s.* per ton, and it rose gradually until at the end of the year it reached 31*l.* 15*s.* Of the total import of 1,840 tons in 1899, 1,635 tons came from the United Kingdom, as against 3,287 and 2,933 tons in 1898.

Raw iron. The importation of raw iron in 1899 was 21,308 tons, of which the United Kingdom supplied 20,151 tons. The figures for 1898 were 24,733 and 21,356 tons respectively.

Coal. It will be seen from the return of the principal articles of import to Dantzig that the total arrivals of coal and coke in 1899 were 277,345 tons, value 230,050*l.*, as against 292,378 tons, value 196,300*l.* in 1898. The high prices ruling in the United Kingdom and the increase in freights raised the price of coal in this market to such an extent that German coal from the western and southern provinces had to be procured to replace it, more particularly as the long and cold winter created an exceptional demand for heating purposes. The arrivals in 1899 from the Silesian coalfields show an increase of 27,000 tons over 1898. The price of the best Silesian coal, delivered free in trucks at Dantzig railway station, rose to 20*s.* a ton in 1899, against 17*s.* a ton in 1898.

Asphalt. A large trade at good prices was done in Trinidad asphalt. Most of it was sent on to Poland. Limmer asphalt was little dealt in.

Exports. With regard to exports, I begin with corn and grain, although for a number of years this once great staple of Dantzig, and

source of wealth to its merchants, has had to give place to beet-root sugar and wood. The year 1899 was not prosperous for the Dantzic grain trade. It is true that the quantity exported for the year shows an increase over that of 1898 of 21,000 tons. The total, however, does not near approach the figures of former years. The corn trade of Dantzic suffers more especially from the diminished supplies from Russia. Although the harvest in that country was above the average, but little of it crossed the frontier. The new outlets created by the Russian railways, and the Russian Government facilities enjoyed by the local exporters, not shared in by their German competitors, have tended to check the flow to this port. This is very marked in the arrivals of Russian wheat, which in 1899 were almost nil.

The harvest in this vicinity in 1899 was a fortnight later than usual. The weather was in general favourable. The crops of rye, ^{Corn and grain.} barley, and oil-seeds were housed dry, and without shedding. Wheat, which in some places had begun to shoot, and oats tolerably dry, with slight delays on account of rain, were eventually got in. The wheat crop of 1899 was the largest in quantity since 1865, but the quality was inferior to that of 1898. Rye was of good quality, and barley was the best in quantity and quality for years. Oats were inferior to those of the preceding year, and oil-seeds, although a short crop, were of good quality.

During the first months of 1899 but little was done in wheat, the arrivals were small, and the market flat. The first purchases were for Sweden and Denmark, the local mills standing aloof. In July the harvest in Poland having turned out well, large supplies reached this port from there, and were forwarded on to Scandinavia at falling prices, as shipments from Pomerania and Mecklenburg competed with advantage. On the whole, Sweden was the best customer, taking 12,517 tons in 1899, out of a total export of 28,310 tons; then the United Kingdom, 6,824 tons; and Denmark, 6,567 tons.

Rye, until the middle of February, was little inquired for, and prices drooped almost daily to the extent of 1s. or 2s. a ton. At the end of that month buying commenced for Southern Russia, but owing to cheaper offers from Stettin and Lübeck, prices receded, and it was not until later in the year that profitable business ensued. Of the 35,916 tons shipped in 1899, 14,780 tons went to Sweden, 7,443 tons to Russia, and 5,629 tons to Denmark.

The supply of barley for shipment in 1899 was 6,761 tons, as against 10,041 tons in 1898. The United Kingdom took 712 tons, and Holland, 2,412 tons.

Oats were in request at the beginning of the year, the United Kingdom and the West of Germany buying freely. As the year advanced the demand decreased and prices drooped. Of the 13,830 tons dealt with at this port during 1899, 2,630 tons were exported to the United Kingdom, and 3,984 tons to Holland.

20,780 tons of pulse and maize were offered for sale in 1899
(664)

A 4

as against 13,756 tons in 1898. Most of it went to Holland and Belgium. The United Kingdom took 1,779 tons in 1899.

The export of oil seeds in 1899 was 5,635 tons, of which 3,293 tons were shipped to Holland. As usual the local mills absorb most of the rape and linseed that is brought to Dantzig, more particularly as the prices asked were high, and it did not pay to ship it.

STOCKS of Grain, &c., at the end of the Years 1899-97.

| Articles. | Quantity. | | |
|-------------------|-----------|--------|--------|
| | 1899. | 1898. | 1897. |
| | Tons. | Tons. | Tons. |
| Wheat | 7,030 | 2,995 | 4,271 |
| Rye | 1,081 | 3,101 | 2,064 |
| Barley | 1,168 | 2,135 | 2,135 |
| Oats | 1,466 | 3,286 | 101 |
| Pulse | 2,670 | 1,663 | 1,389 |
| Oil-seeds | 698 | 1,007 | 1,072 |
| Total | 14,113 | 14,187 | 11,032 |

Sugar.

The export of beetroot sugar in 1899 diminished by 50,000 tons as against 1898. The actual figures being 158,000 tons as against 208,000 tons.

The two principal beetroot sugar refineries near Dantzig largely extended their premises during the year 1899 and considerably increased their output of refined sugar, thus utilising a larger quantity of the raw sugar brought to this port than in former years, 43,000 tons less being shipped than in 1898. More than half the raw sugar exported went to America, the remainder nearly all going to the United Kingdom.

Prices fluctuated much during the year. The highest price quoted was in April and the lowest in October. The strong competition on the part of France and Belgium lowered the value of the refined sugar held here. Russian crystals, instead of being sent here for shipment, were forwarded to the United Kingdom from the Russian ports on the Baltic.

Wood.

The timber exported in 1899 amounted to 308,000 tons, the largest quantity ever shipped from this port, as against 265,000 tons in 1898, an increase of 43,000 tons. The local sawmills were kept very busy, working both for shipment and the large requirements of the Dantzig building trade.

The increased volume of trade all over the world in 1899 also favourably affected the Dantzig timber trade, although prices did not rise so rapidly as they did in 1898. Every description of pine and fir wood was in request at rising prices. Oak did not sell so well on account of its high price. This rise in values is due first to the greater demand for local use in Austria-Hungary, Germany

and Russia, and, secondly, to the increased expense incurred in obtaining the wood, now that the forests from which it is drawn are further away from the rivers down which it is floated.

There were either floated down the River Vistula or reached Dantzig by railway in 1899, 717,160 cubic metres of wood, value 21,878,000 marks, as against, in 1898, 665,055 cubic metres, value 20,219,500 marks, and in 1897, 520,845 metres, value 14,374,000 marks. The receipts for the year under notice, the largest ever reported, exceed those of the year preceding, also a record year, by about 8 per cent. both in quantity and value.

The successful career of the Dantzig Savings Bank is worth relating as an instance of how much may come from a small beginning. Some 40 years ago the bank was started with a capital of 3,000 thalers, about 450*l.*, divided into 30 shares of 100 thalers, 15*l.*, each, the shareholders binding themselves never to take a higher dividend than 4 per cent., never thinking that their venture would attain a turnover in 1899 of nearly 200,000,000 marks, about 10,000,000*l.* The depositors receive interest at the rate of 3½ per cent. Out of the surplus profits the largest and best hospital for surgical cases in Dantzig has been built, and from time to time numerous public works and charities have been benefited with no sparing hand.

The following is a table of bankrupt sales of real estate during seven years taken at random :—

ESTATES Sold by Order of the German Court of Bankruptcy.

| Year. | | | | | | Number Sold. |
|-------|----|----|----|----|----|--------------|
| 1899 | .. | .. | .. | .. | .. | 3,217 |
| 1898 | .. | .. | .. | .. | .. | 3,575 |
| 1897 | .. | .. | .. | .. | .. | 3,675 |
| 1896 | .. | .. | .. | .. | .. | 3,951 |
| 1894 | .. | .. | .. | .. | .. | 4,398 |
| 1892 | .. | .. | .. | .. | .. | 4,908 |
| 1888 | .. | .. | .. | .. | .. | 5,943 |

or a falling-off, in the whole country, between the years 1888 and 1899, of about 45 per cent. Cologne is the only district in which more sales took place in 1899 than in 1898, whereas the most prosperous districts are stated to have been Berlin, Stettin and Marienwerder.

The Kaiser Wilhelm Canal which connects the North Sea with the Baltic is now largely used by the steam vessels resorting to Dantzig, in spite of the dues paid being considered high.

STATEMENT of Traffic and Receipts.

| Year. | Number of Vessels. | Register Tons. | Dues Paid. |
|--------------|-----------------------|-------------------|------------|
| | | | Marks. |
| 1899 | 27,000 | 8,500,000 | 1,800,000 |
| 1898 | 25,224 | 3,009,011 | 1,534,970 |
| 1897 | 21,604 | 2,345,849 | 1,193,811 |
| 1896 | 20,068 | 1,751,065 | 903,132 |

This regular increase in the receipts which all comes from the mercantile marine, men-of-war not paying, will soon allow of a sinking fund being formed, after paying the working expenses, to defray the cost of the Canal.

Prison-made
goods.

The Director of the Imperial German Prison at Dantzic has sent me a printed letter offering to supply envelopes of different sizes and shapes, made by the prisoners of paper from the Government Stores at Charlottenburg, at prices less than they can be obtained at in the stationers' shops.

Commercial
travellers.

An increase in the number of representatives of British firms visiting this Consular district is to be noticed in the year 1899, and those I have spoken to appeared to be satisfied with the progress they made. Even London tailors come this way now in search of custom, and American coal is offered for sale at this port by a traveller who has come over for that purpose. Several firms in different parts of the United Kingdom having written inquiring as to the best way of extending their business to this Consular district, I mention again that it is almost useless sending travellers who cannot speak German.

RETURN of Principal Articles of Import to Dantzic during the
Years 1899-95.

| Articles. | Quantity. | | | | |
|------------------|-----------|---------|---------|---------|---------|
| | 1899. | 1898. | 1897. | 1896. | 1895. |
| | Tons. | Tons. | Tons. | Tons. | Tons. |
| Coffee | 3,762 | 3,678 | 3,607 | 3,063 | 2,951 |
| Rice.. .. . | 5,080 | 6,646 | 4,428 | 5,158 | 3,884 |
| Spice | 728 | 709 | 752 | 805 | 721 |
| Fruit | 1,585 | 1,370 | 1,350 | 1,680 | 1,637 |
| Lard | 5,270 | 6,346 | 4,468 | 3,450 | 3,347 |
| Wine | 3,786 | 3,805 | 3,291 | 3,030 | 2,945 |
| Herrings .. | 18,348 | 31,970 | 19,299 | 45,452 | 27,016 |
| Salt | 17,019 | 12,350 | 6,345 | 6,592 | 7,883 |
| Petroleum .. | 41,985 | 39,421 | 37,656 | 36,320 | 37,602 |
| Raw iron .. | 21,308 | 24,750 | 21,403 | 18,956 | 15,279 |
| Chemicals .. | 54,297 | 57,322 | 54,528 | 47,720 | 43,599 |
| Resin | 4,613 | 2,654 | 2,780 | 2,852 | 3,965 |
| Hides | 7,672 | 5,840 | 6,206 | 6,150 | 3,754 |
| Cement | 9,079 | 10,013 | 7,741 | 9,736 | 6,321 |
| Stone | 49,083 | 37,525 | 44,371 | 49,492 | 39,735 |
| Coal and coke .. | 277,345 | 292,378 | 332,472 | 314,606 | 287,067 |

RETURN of Principal Articles of Export from Dantzic during the
Years 1899-95.

| Articles. | Quantity. | | | | |
|--------------------|-----------|---------|---------|---------|---------|
| | 1899. | 1898. | 1897. | 1896. | 1895. |
| | Tons. | Tons. | Tons. | Tons. | Tons. |
| Grain and seeds .. | 112,702 | 92,236 | 93,667 | 106,139 | 91,863 |
| Flour | 24,440 | 28,167 | 28,954 | 29,244 | 29,793 |
| Fran | 4,739 | 2,571 | 6,844 | 11,433 | 13,459 |
| Rape-seed oil .. | 7,046 | 5,720 | 7,138 | 9,819 | 9,652 |
| Oilcake | 6,763 | 5,818 | 6,205 | 9,529 | 12,468 |
| Spirits | 8,013 | 10,777 | 9,258 | 10,140 | 6,758 |
| Sugar | 158,265 | 208,374 | 163,580 | 215,592 | 149,173 |
| Molasses | 14,663 | 15,910 | 13,665 | 18,475 | 23,988 |
| Wood | 308,640 | 265,756 | 272,604 | 234,605 | 234,502 |

KÖNIGSBERG.

Mr. Vice-Consul Hay reports as follows:—

The improvement in Germany's commerce and industry, which Trade had already in the preceding year influenced favourably the trade generally of Königsberg continued also in the year under notice, and caused again a remarkable increase in Königsberg's import and export by sea and land. The imports were about 120,000 tons, and the exports 4,000 tons larger, of which 27,000 tons more were imported and 18,000 tons more exported by sea. The building activity continued also in the year 1899, and consequently the imports of building materials was just as lively as in the preceding year, for the same reason also the timber trade shows an increase of about 25,000 tons import, whereas the export was about 5,000 tons smaller, owing to the great demand in Königsberg and the province. Grain, the principal branch of commerce at Königsberg, shows as well an important improvement both in import and export, the former has increased by about 27,000 tons, the latter by about 12,000 tons, but the export by sea was about 35,000 tons larger. Also the import of coals and coke was considerably larger than in 1898, say by 58,000 tons, of which 47,500 tons more were imported by sea.

The total exports by sea from Königsberg amounted to 594,350 tons, their value being 4,100,000*l*.

The imports by sea in 1899 amounted to 640,000 tons, against 613,000 tons in 1898, showing an increase of 27,000 tons, their value being 5,900,000*l*. in 1889, against 4,000,000*l*. in 1898.

With regard to the various articles of import I beg to offer the Imports following remarks:—

Although the year 1899 was not very favourable for the Herrings. herring trade, business was not unsatisfactory, because prices were very high throughout the year owing to the extremely small catches in Scotland, Norway, and Sweden. Only Yarmouth herrings showed an increased import, say about 31,000 barrels,

which caused in the month of November a temporary flatness of prices, but this ceased in December when it was known that the Swedish fisheries also had a very bad catch. Of Scotch herrings, about 108,000 barrels less; Norwegian, about 1,000 barrels less; and Swedish, about 17,000 barrels less than in 1898 were imported. Consequently the export to Russia and the sale in the town and province were considerably smaller, the former showed a decrease of about 42,000 barrels, the latter of about 44,000 barrels.

Of the different brands were imported—

| | Quantity. | |
|--------------------------|-----------|----------|
| | 1899. | 1898. |
| | Barrels. | Barrels. |
| Scotch herrings— | | |
| Old | 5,836 | 52 |
| New | 153,564 | 267,306 |
| Yarmouth herrings— | | |
| Old | 202 | 755 |
| New | 50,900 | 19,454 |
| Norwegian herrings— | | |
| Old | 36,353 | 39,533 |
| New | 15,339 | 13,123 |
| Swedish herrings, old .. | 15,772 | 32,764 |
| Dutch herrings— | | |
| Old | 1,038 | .. |
| New | 40 | 624 |
| Total | 279,044 | 373,611 |

The prices were, for Scotch and English herrings—

| Description. | Per Barrel, in Bond. | | | | | |
|------------------------------------|----------------------|----|----|-----|----|----|
| | From— | | | To— | | |
| | £ | s. | d. | £ | s. | d. |
| Crownfulls and crownmatfulls | 1 | 18 | 0 | 2 | 6 | 0 |
| Crown largefulls | 1 | 12 | 0 | 2 | 2 | 0 |
| Crownmatties | 1 | 14 | 0 | 2 | 0 | 0 |
| Crownspents | 1 | 13 | 0 | 1 | 17 | 0 |
| Shetland large fulls | 1 | 14 | 0 | 2 | 2 | 0 |
| " matties | 1 | 10 | 0 | .. | .. | .. |
| Tornbellies | 0 | 19 | 0 | 1 | 12 | 0 |
| Yarmouth matfulls | 1 | 13 | 0 | 1 | 19 | 0 |
| " matties | 1 | 11 | 0 | 1 | 16 | 0 |
| Stornoway, selected | 1 | 10 | 0 | 1 | 13 | 0 |
| " inferior quality | 1 | 8 | 0 | 1 | 18 | 0 |

The stock at the end of the year amounted to—

| | | | | Quantity. |
|---------------------|----|----|----|-----------|
| | | | | Barrels. |
| New Scotch herrings | .. | .. | .. | 31,802 |
| „ Yarmouth herrings | .. | .. | .. | 34,708 |
| „ Norwegian „ | .. | .. | .. | 5,395 |
| Total | .. | .. | .. | 71,905 |

The trade in salt shows no alteration against 1898; the Salt quantities imported and sold were about the same as in the preceding year, although prices in the United Kingdom and also freights to Königsberg were considerably higher. Prices varied from 7 marks 30 pf. to 7 marks 42 pf. per 100 lbs. free rail or lighter Königsberg, duty paid. The stock of salt at the end of the year was 930 tons.

| | | | | Tea. | |
|---------------------------------------|----|----|----|-----------|-------|
| | | | | Quantity. | |
| | | | | 1899. | 1898. |
| | | | | Tons. | Tons. |
| Stock of tea on January 1 | .. | .. | .. | 98 | 110 |
| Imported, 1899, by Königsberg dealers | .. | .. | .. | 562 | 719 |
| Total | .. | .. | .. | 660 | 829 |
| Stock on hand December 31 | .. | .. | .. | 95 | 98 |
| Sales by Königsberg dealers | .. | .. | .. | 565 | 731 |

The trade of the forwarding agents shows again an increase of about 130 tons. These figures prove that the business of the Königsberg merchants is getting smaller every year, whereas the importation to this place by the various forwarding agencies shows a constant increase, though but small in the year under notice. The market in teas was quiet till the month of February when the rumours of an insufficient production of teas of inferior quality, caused a rising tendency of prices, and in fact by the month of April, they had risen 50 per cent. over prices at the beginning of the year. The crop in China, however, especially in better qualities was very large, and Ceylon and India delivered afterwards ample supplies of teas of ordinary qualities, so that the demand would easily have been covered without prices giving way, had not the dispute between importers and dealers in teas in London as to the fixing of an allowance in weight and the reserve of buyers, caused by it, weakened prices a little. After the settlement of the dispute, prices improved again and kept an upward tendency till the end of the year.

At the beginning of the year under notice there was a stock of Petroleum.

5,000 tons of petroleum. In the course of the year about 16,800 tons American and about 1,100 tons Russian petroleum were imported to Königsberg direct and viâ Dantzig. The consumption amounted to about 17,500 tons, about 2,500 tons more than in the preceding year, leaving a stock of 5,400 tons at the end of the year. Prices were high and steady, in the second part of the year about 47 per cent. higher than in the first, owing to the diminishing production of the American petroleum wells, which shows again a decrease on 1898.

Coal and
coke.

Owing to the mild winter of 1898-99 large stocks of coal and coke were still in hand at the beginning of the year under notice, nevertheless prices did not weaken, but were rising constantly and reached at the end of the year such a height as was never before seen. This was caused not only by the improved industrial activity and the very high sea freights, but chiefly by the South African War, in consequence of which the British Government wanted enormous quantities of coal for their men-of-war, and besides had to hire a large number of steamers for forwarding their troops. In conformity with this state of matters only those merchants were working with considerable profit who had made their purchases early in the year, whereas others who had been waiting could hardly gain anything. The import of anthracite shows a considerable improvement over the preceding years. The imports amounted to 315,040 tons by sea and 29,617 tons by rail in 1899, against 268,125 tons by sea and 18,191 tons by rail in 1898, showing an increase of 58,000 tons, of which 47,000 tons were imported by sea and 11,500 tons by rail.

Prices of coal at Königsberg were as follows:—

| Description. | Per Ton. | | | |
|-----------------------|-------------------|-------------------|------------------|------------------|
| | Free Ship. | | Free House. | |
| | From— | To— | From— | To— |
| Scotch steam coals .. | £ s. d. 0 16 0 | £ s. d. 0 18 6 | £ s. d. 1 0 0 | £ s. d. 1 5 0 |
| English „ .. | 0 18 0 | 1 0 0 | 1 2 0 | 1 8 0 |

Exports.

The exports by sea show in the year under notice an increase of 18,000 tons and 4,000% in value against 1898.

Grain.

The extent of the Königsberg corn business was considerably larger than last year, and shows after a period of five years an improvement not only in import but also in the export by sea. The latter amounted to 275,000 tons, against 240,000 tons, whereas by land 23,000 tons less were imported, owing to the satisfactory result of the crops in the province.

The supplies of grain in all amounted to 416,819 tons, of which 119,481 tons came from the province, and 297,338 tons from Russia.

It is very remarkable that the trade in wheat, which had been previously the chief article of grain export, has become smaller during a number of years, for whereas in 1897 64,000 tons were imported from Russia, and 100,535 tons exported by sea; in 1898, 53,000 and 70,282 tons; and 1899, only 2,300 and 17,462 tons were imported and exported respectively. This has been caused by the bad crops of wheat in Russia during the last few years, and, on the other hand, by the new tariffs of the Russian railways for wheat, which favour the Russian Baltic ports to the disadvantage of Königsberg. The Russian supply of rye has been larger than in the preceding year, and shows the same figures as 1897. The export by sea rose from 26,000 tons in 1897 and 23,600 tons in 1898 to 41,000 tons in 1899. Oats show the most important increase; the supply from Russia and the province was, in 1897, only 26,000 tons; in 1898, 35,000 tons; and in 1899, more than 76,000 tons. In relation to the import, the export by sea increased from 16,700 tons in 1897 and 23,400 tons in 1898 to 64,750 tons in 1899. More than half of the quantity of oats exported by sea was bound for the United Kingdom.

The export to the United Kingdom increased about 16,000 tons over 1898, and showed the following figures:—

| Description. | | | | | | Quantity. |
|----------------------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| Wheat | .. | .. | .. | .. | .. | 2,757 |
| Rye .. | .. | .. | .. | .. | .. | 3,055 |
| Barley | .. | .. | .. | .. | .. | 1,063 |
| Oats.. | .. | .. | .. | .. | .. | 35,553 |
| Buckwheat and millet | .. | .. | .. | .. | .. | 291 |
| Peas.. | .. | .. | .. | .. | .. | 3,249 |
| Beans | .. | .. | .. | .. | .. | 13,452 |
| Tares | .. | .. | .. | .. | .. | 1,878 |
| Lentils | .. | .. | .. | .. | .. | 1,333 |
| Maize | .. | .. | .. | .. | .. | 218 |
| Hempseed | .. | .. | .. | .. | .. | 1,640 |
| Linseed | .. | .. | .. | .. | .. | 5,333 |
| Other seeds.. | .. | .. | .. | .. | .. | 2,833 |
| Total | .. | .. | .. | .. | .. | 72,660 |

The stocks at the end of the year were:—

| Description. | | | | | | Quantity. |
|-----------------------|----|----|----|----|----|-----------|
| | | | | | | Tons. |
| Wheat | .. | .. | .. | .. | .. | 4,402 |
| Rye .. | .. | .. | .. | .. | .. | 2,867 |
| Barley | .. | .. | .. | .. | .. | 1,978 |
| Oats.. | .. | .. | .. | .. | .. | 11,586 |
| Beans, peas and tares | .. | .. | .. | .. | .. | 15,160 |
| Hempseed | .. | .. | .. | .. | .. | 1,517 |
| Linseed | .. | .. | .. | .. | .. | 836 |

Flax, hemp,
and codilla.

The trade in flax, hemp, and codilla was about the same as in the preceding year, but the import and export for account of Königsberg merchants show again a decrease. They amounted to about 6,000 tons flax, 2,000 to 2,500 tons flax-tow, about 14,000 tons hemp, and 750 tons hemp-tow. The export by sea was about 2,000 tons smaller. Prices were firm throughout the year, and were rising in the latter part of the year rapidly on account of the bad crop of flax in Russia, and in consequence of the great demand for hemp abroad, caused by the war in the Philippine Islands and the cessation of the export of Manila hemp.

The imports and exports show the following figures :—

| Description. | Imports. | | | Exports. | | |
|--------------|----------|---------|--------|----------|---------|--------|
| | By Rail. | By Sea. | Total. | By Rail. | By Sea. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Flax | 21,606 | .. | 21,606 | 21,042 | 729 | 21,771 |
| Hemp | 25,393 | 14 | 25,407 | 6,455 | 16,484 | 22,919 |
| Tow | 10,374 | 9 | 10,383 | 6,731 | 2,857 | 9,588 |

Wood.

The demand for all kinds of wood, with the exception of alder sawn timber, ash and birch round timber, was good, and business was not only large but also satisfactory. 25,000 tons more were imported than in 1898, and if the export shows a decrease of about 5,000 tons this has been caused by the increased sales in town and neighbourhood owing to building activity.

The demand for fir sawn timber was constantly brisk throughout the year 1899, and although prices for sale were consequently firm, they were not always in proportion to the cost price of the raw timber.

Trade in round timber was again 20,000 tons smaller than last year, but the export was a little larger. Round alder timber was nearly unsaleable owing to the competition of the Russian ports, but ash round timber showed good demand and improved business at steady prices. Trade in mining timber was again brisk, as there was always a good demand for this article in the United Kingdom, but short props had again only a small demand.

The supply of sleepers was contrary to all expectation considerably larger than last year, but the demand was only limited, and the sale of small sleepers therefore not very important.

Timber for the fabrication of wood-pulp has not been exported at all—last year there were still 18,000 tons exported—as the factories at Königsberg and in the province, owing to their increased activity, wanted all the wood which came into the market for their own purposes. The total value of the supplies of wood to Königsberg amounted to 600,000*l.* in 1899, against 525,000*l.* in 1898.

Of the principal kinds of timber were exported :—

| Description. | Quantity. |
|---------------------------------|-----------|
| | Tons. |
| Round timber | 26,500 |
| Boards of all kinds | 87,000 |
| Sleepers | 72,000 |
| Mining timber and props | 21,000 |

Of these were exported :—

| To— | Quantity. |
|------------------------|-----------|
| | Tons. |
| United Kingdom | 28,000 |
| Germany | 168,000 |
| Belgium | 4,800 |
| Holland | 4,200 |
| Denmark | 1,500 |

The output and the trade in amber show about the same figures as last year and were satisfactory in every respect, especially in melted amber—sometimes it was impossible to meet the demand for this article. Since July 1, 1899, the amber mines have become the property of the Prussian Government.

The industrial establishments in the town and neighbourhood, especially the iron and machinery works, had increased in activity and satisfactory results. Also the saw-mills and brick factories were in good demand, chiefly in consequence of the continued building activity.

The sugar works were not so much favoured as in the preceding years and show a production of only 6,200 tons of raw sugar, and 850 tons of molasses, against 9,000 and 1,500 tons respectively in 1898.

The fabrication of wood-pulp has considerably improved and showed an export of 6,880 tons but prices did not leave much profit owing to the high prices for raw timber.

The flour-mills in Königsberg and the province were at first working not very favourably, but after the new Russian rye had come on the market, demand and trade improved considerably and the exports show an increase of 7,000 tons. The demand for bran as well was very brisk and 4,000 tons of this article more than last year were exported.

In the year 1899, 152 British steamers and sailing vessels arrived at Pillau, against 181 in 1898, showing a decrease of 29 vessels and 10,160 tons.

The navigation between Pillau and Königsberg was officially opened on March 16 for steamers, and on March 30 for sailing vessels.

The works for the new sea canal from Pillau to Königsberg, which will allow vessels of 20 feet to proceed to Königsberg with-

out lightening at Pillau, are nearly finished, and there is no doubt that, if not in the latter part of 1900, at the beginning of the year 1901 it will be quite navigable.

By way of trial it has been used in December, 1899, during severe frost and rendered good service to the navigation.

RETURN of all Imports and Exports by Sea from and to the
United Kingdom during the Year 1899.

IMPORTS.

| Description. | Quantity. |
|---|-----------|
| | Tons. |
| Tea | 2,831 |
| Coffee | 170 |
| Rice | 291 |
| Fruits | 123 |
| Coals and coke | 295,064 |
| Salt | 5,070 |
| Lime, cement, stones, and other building material | 366 |
| Iron and steel | 4,642 |
| Herrings | 28,917 |
| Bricks and tiles | 61 |

EXPORTS.

| Description. | Quantity. |
|---------------------------------|-----------|
| | Tons. |
| Grain | 72,660 |
| Flax, hemp, and tow | 9,614 |
| Oilcake | 9,277 |
| Sugar | 6,156 |
| Butter and cheese | 3 |
| Rags | 2,266 |
| Flour and mill products | 854 |
| Wood and sundries | 37,274 |

RETURN of Principal Articles of Import to Königsberg during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|-----------------------|-----------|-----------|-----------|---------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Tea | 4,191 | 419,100 | 4,218 | 421,800 |
| Coffee | 2,026 | 81,000 | 2,722 | 96,600 |
| Rice | 4,112 | 41,000 | 4,056 | 42,500 |
| Spices | 390 | 19,000 | 383 | 17,200 |
| Fruits | 1,294 | 23,200 | 1,304 | 23,480 |
| Tallow | 3,053 | 96,000 | 3,568 | 115,900 |
| Coals and coke .. | 344,657 | 342,000 | 286,316 | 214,700 |
| Salt | 6,228 | 6,200 | 6,266 | 6,100 |
| Building materials .. | 390,422 | 385,000 | 384,813 | 333,500 |
| Iron and ironware .. | 75,282 | 1,118,000 | 67,700 | 577,700 |
| Petroleum | 17,967 | 106,000 | 17,177 | 111,600 |
| Wine | 3,188 | 234,000 | 2,842 | 213,000 |
| Herrings | 56,626 | 572,000 | 57,779 | 350,000 |
| Oil and turpentine .. | 4,277 | 85,000 | 4,168 | 78,000 |
| Train oil | 824 | 16,400 | 511 | 10,400 |

RETURN of Principal Articles of Export from Königsberg during the Years 1899-98.

| Articles. | 1899. | | 1898. | |
|-----------------|-----------|---------|-----------|---------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Wheat | 25,390 | 150,000 | 88,968 | 667,500 |
| Rye | 47,869 | 250,000 | 33,591 | 208,000 |
| Barley | 23,595 | 135,000 | 32,909 | 158,500 |
| Oats | 78,957 | 317,000 | 29,699 | 162,850 |
| Flour | 65,344 | 424,000 | 54,653 | 424,400 |
| Hemp | 22,913 | 604,000 | 24,018 | 652,000 |
| Flax | 21,771 | 597,000 | 22,038 | 605,000 |
| Codilla | 9,588 | 172,000 | 10,363 | 181,350 |
| Oilcakes | 43,795 | 240,500 | 26,522 | 132,600 |
| Sugar | 8,725 | 152,000 | 15,884 | 270,000 |
| Rags | 6,546 | 50,000 | 6,991 | 52,400 |
| Wood | 207,700 | 412,000 | 212,900 | 474,000 |
| Wood-pulp | 6,879 | 85,000 | .. | .. |
| Skins | 2,344 | 233,000 | 1,780 | 110,000 |

RETURN of all Shipping at the Port of Königsberg during the
Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 16 | 1,465 | 126 | 98,257 | 152 | 99,722 |
| Danish | 187 | 16,080 | 74 | 48,419 | 261 | 64,449 |
| Dutch | 81 | 3,650 | 31 | 15,850 | 82 | 19,500 |
| German | 219 | 18,308 | 834 | 231,342 | 1,053 | 247,650 |
| Norwegian | 28 | 2,630 | 103 | 34,085 | 131 | 36,715 |
| Russian | 3 | 360 | 3 | 1,905 | 6 | 2,265 |
| Swedish | 44 | 3,180 | 120 | 38,850 | 174 | 42,030 |
| Total | 516 | 42,623 | 1,316 | 468,708 | 1,832 | 612,331 |
| „ for the year preceding ... | 569 | 43,354 | 1,345 | 466,836 | 1,914 | 610,190 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 15 | 1,417 | 137 | 98,189 | 152 | 99,606 |
| Danish | 186 | 15,919 | 73 | 50,266 | 261 | 66,215 |
| Dutch | 30 | 1,878 | 33 | 17,474 | 63 | 19,352 |
| German | 206 | 15,456 | 632 | 231,392 | 1,038 | 246,838 |
| Norwegian | 28 | 2,124 | 108 | 33,760 | 136 | 36,884 |
| Russian | 3 | 360 | 3 | 1,905 | 6 | 2,265 |
| Swedish | 41 | 2,480 | 127 | 38,180 | 168 | 40,610 |
| Total | 509 | 40,614 | 1,316 | 471,086 | 1,825 | 611,700 |
| „ for the year preceding ... | 536 | 39,894 | 1,352 | 466,706 | 1,888 | 605,600 |

MEMEL.

Mr. Vice-Consul Pietsch reports as follows:—

Trade
generally.

In the year 1899 trade, on the whole, was satisfactory. In shipping a decrease of about 120,000 register tons, entering and clearing, took place. The value of the imports and exports, however, increased by about 170,000*l*. Trade in wood, the principal export from this port, was very brisk and again was very profitable. Some other branches of the Memel trade were, however, not satisfactory. Business in grain and linseed continued to decrease. In flax profits were only made at the end of the year. A good trade in coal was done, but it was affected by the Transvaal war. Owing to the strikes and the very high freights ruling artificial manure yielded profitable results. In shipowning the profits made were large owing to the high freights in the summer and especially, in the autumn.

Imports.

The value of the total imports amounted to 1,712,813*l*. in 1899, against 1,483,550*l*. in 1898. This important increase is owing to the larger supplies of wood from Russia, in value 927,600*l*., as against 777,258*l*. in 1898.

Referring to the principal articles of import I have to offer the following remarks:—

The coal business was affected in 1899 by the strikes in Coal. Belgium which caused a considerable rise in price during the course of the summer. On the whole trade was good, leaving however but little profit to those who had made large sales for delivery later on without having first covered themselves by purchasing in due time. Prices kept very high during the whole year, and continued rising in consequence of the Transvaal war. Freights remained also very high, and were in spring 5s. 3d. to 5s. 9d., but rose in autumn to 7s. per ton from the east coast of Great Britain. Owing to the cold winter the demand for fuel was very great. Of Westphalian coals 10,947 tons were imported in 1899, as against 12,758 tons in 1898. The total import of coal was as follows:—

| Year. | | | | | Quantity. | Value. |
|-------|----|----|----|----|-----------|--------|
| | | | | | Tons. | £ |
| 1899 | .. | .. | .. | .. | 85,354 | 72,543 |
| 1898 | .. | .. | .. | .. | 69,573 | 53,658 |

The prices were—

| For— | | | | | Per Cwt., f.o b. | |
|---------------------------------|----|----|----|----|------------------|-------|
| | | | | | From— | To— |
| | | | | | s. d. | s. d. |
| English and Westphalian | .. | .. | .. | .. | 0 10½ | 0 11½ |
| Midland and Scotch coal | .. | .. | .. | .. | 0 9 | 0 10½ |
| Forge and nut coal | .. | .. | .. | .. | 0 9½ | 0 11½ |
| Newcastle brick-kiln coal | .. | .. | .. | .. | 0 5½ | 0 9 |
| Scotch coal for household use.. | .. | .. | .. | .. | 0 11½ | 1 1 |

The herring business was flat owing to the bad catch, especially Herrings. on the east coast of Scotland, where it was only half the quantity of the previous year. In consequence prices were much too high for our buyers. The whole consumption of herrings amounted to 35,767 barrels, or 10,500 barrels less than in the year preceding. At the close of the year there remained in stock 4,991 barrels, 2,668 of which were Scotch herrings.

The total import consisted of:—

| Description. | | | | | Quantity. | Value. |
|--------------------|----|----|----|----|-----------|--------|
| | | | | | Barrels. | £ |
| Scotch herrings | .. | .. | .. | .. | 6,372 | 11,210 |
| Norwegian herrings | .. | .. | .. | .. | 26,253 | 25,013 |
| Swedish herrings | .. | .. | .. | .. | 2,924 | 2,175 |
| Total | .. | .. | .. | .. | 35,549 | 38,400 |
| „ in 1898 | .. | .. | .. | .. | 45,503 | 35,275 |

Vaar herrings from the Norwegian coast were plentiful. They found a good market in Russia at rising prices. The Norwegian fulls fishery failed altogether, and the quality and size of the herrings were unsatisfactory. Prices reached a height scarcely ever known before. Fishing in Sweden was also poor.

The prices for Scotch and English herrings were---

| Description. | Per Barrel in Bond. | |
|---------------------------|---------------------|------|
| | From— | To— |
| | £ s. | £ s. |
| Crownbrand mattfull | 2 2 | 2 3 |
| " ihlen | 1 16 | 1 17 |
| Unbrand matties | 1 18 | 1 19 |
| Yarmouth mattfull | 1 15 | 1 16 |
| " matties | 1 12 | 1 13 |

For Norwegian fulls of the 1899 catch, 1*l.* 13*s.* to 1*l.* 18*s.* for the mark K; 1*l.* 5*s.* to 1*l.* 8*s.* for the mark MK; and 15*s.* to 1*l.* for inferior qualities were paid.

Salt. The importation of salt consisted of 3,833 tons in 1899, as against 3,188 tons in 1898. The demand was quiet and confined to the local requirement. In the United Kingdom salt rose 6*d.* per ton, freights also rose 1*s.* per ton. 3,805 tons of the value of 3,250*l.* were imported from England in 1899, against 3,075 tons value 2,600*l.* in 1898.

Petroleum. At the close of the year there remained in stock 1,429 barrels of petroleum. The import consisted of 4,850 barrels, against 4,500 barrels in 1898. Prices were firm, they rose from 11*s.* 9*d.* to 13*s.* 6*d.* per 50 kilos. duty free.

Chemicals. The demand for chemicals was good. The profits were not so great as in the year preceding, nevertheless they were satisfactory. The turnover amounted to 32,789 tons of artificial manure of all kinds in 1899, as against 34,156 tons in 1898.

Exports. The total value of all the articles exported amounted to 1,484,533*l.*, against 1,542,803*l.* in 1898.

Referring to the chief articles of export I have to offer the following remarks:—

Wood. Business in wood took a favourable course. For some articles prices reached a height never known before. Consequently the results were profitable in spite of the very high purchase prices paid by the shippers.

The supplies from Russia of fir beams and laths were quite unimportant and the trade in them has nearly ceased. Supplies of round timber were smaller than in the preceding year, owing to the last two mild winters. The floating down of the sleepers from Russia encountered many difficulties, in consequence of which most of them arrived here very late, and part even did not reach Memel until the frost set in.

Shipment of wood. The total value of the shipments of wood amounted to

960,720*l.*, whereas in 1898 1,069,350*l.* were shipped. These shipments formed the cargoes of 304 steamers of 132,401 register tons, and in 182 sailing ships of 37,373 register tons, together 169,774 register tons, against 233,429 register tons in 1898.

Business in fir timber and laths has fallen-off again. The supplies consisted of 64,443 cubic feet only, against 211,953 cubic feet in 1898. The prices were high, 3*l.* 2*s.* 6*d.* and more were paid for I middle, for II middle 2*l.* 17*s.* 6*d.* to 3*l.*, and for building timber 2*l.* 7*s.* 6*d.* to 2*l.* 10*s.* per load of 50 cubic feet f.o.b. were paid.

In the beginning of the year oak staves were unsaleable, and only 192*l.* 10*s.* to 195*l.* could be obtained per mille. But later the demand got better, and parcels still in first hands were soon bought by merchants at rising rates. In consequence prices rose rapidly in the United Kingdom to 225*l.* and 230*l.* per mille for average qualities. The supplies from Russia found a ready market here, 200 to 205 marks per schock of 60 pieces being paid. The export amounted to 1,100 mille, value 209,190*l.*, against 1,235 mille, value 200,070*l.* in 1898. The profit was satisfactory.

Fir sleepers were sold during the year at rising prices. The chief contracts were closed as usual in winter at 4*s.* 3*d.* to 4*s.* 6*d.* per piece, and in summer and autumn even 5*s.* to 5*s.* 1½*d.* were paid. The demand was very good, and the selling prices to the United Kingdom were in the beginning of the season 2*l.* 1*s.* to 2*l.* 2*s.*, but rose later to 2*l.* 5*s.* and 2*l.* 6*s.* per load of 8 pieces for a specification of 50 per cent. sharpened, and not over 10 per cent. 7-inch surface blocks. The supplies from Russia consisted of 1,076,037 pieces, against 1,111,359 pieces in 1898. 647,933 pieces of the value of 155,004*l.* were exported, whereas in 1898 1,079,049 pieces of the value of 230,490*l.* were shipped. A large part of the sleepers sold had to remain in the water unshipped, owing to the want of steamers and the stormy weather prevailing in autumn.

For fir railroad sleepers 6 by 9 and 6 by 10 inches the market was very favourable, and showed a constantly rising tendency, 2*s.* 2½*d.* to 2*s.* 8*d.* were paid per piece of 2·70 metres length, and 6 by 10 inches square. For smaller dimensions the demand was slack. 684,095 pieces value 83,800*l.*, against 781,755 pieces, value 95,765*l.* in 1898, were shipped.

In sawn wood the stocks were large and the profit good. Owing to the mild winter shipments commenced early and were favoured with fine weather during the summer. On the whole prices took an upward tendency. In spring, freights were low but they rose during the summer and autumn considerably. The supplies of round timber consisted of 288,811 cubic metres of red and white wood, against 312,975 cubic metres in 1898, and found ready buyers at high rates.

The export of red wood planks was small. For the second sort 9*l.* was paid, and 1*l.* less for the third quality. To Brazil, some cargoes at remunerative prices were shipped. 1,975 standards, value 17,775*l.*, against 1,924 standards, value 16,355*l.* in 1898, were exported.

Whitewood planks sold well, and the price was, in summer, 8*l.* to 8*l.* 10*s.* per standard f.o.b. transitu, in autumn the price rose to 9*l.* 571 standards, value 4,853*l.* as against 1,896 standards, value 13,745*l.* in 1898, were exported.

Fir deals were in demand during the whole year and fetched good prices. For first quality 1*s.* 3*d.* to 1*s.* 7*d.*, for second quality 1*s.* 1*d.* to 1*s.* 6*d.* per cubic foot were paid. For inferior sorts some pence less were paid. 61,230 loads, value 183,700*l.*, against 79,600 loads, value 218,895*l.* in 1898, were shipped.

Whitewood deals also found ready buyers at remunerative prices. The export consisted of 76,800 loads, value 213,960*l.*, as against 74,480 loads, value 193,335*l.* in 1898.

Grain. Owing to the small harvest business was weak. The export by sea consisted only of some cargoes of oats. The total export of grain amounted to 1,215 tons, value 9,145*l.*, as against 1,769 tons, value 11,550*l.* in 1898. The prices were pretty good, and a small profit was made.

Linseed. The linseed crop was exceptionally small. At the beginning of the season prices moved in normal limits, but rose rapidly in a short time, later on they receded and the stocks remaining had to be sold at a loss. The export consisted of 1,975 tons, of the value of 19,750*l.*, as against 2,468 tons, of the value of 21,550*l.*

Flax. Trade in flax was disappointing at the beginning of the season, but turned out later better than was expected. The new flax was of inferior quality, the worst known for many years. It suffered from the unfavourable weather when in the ground. Several mills that usually buy flax at Memel did not purchase in consequence. But other mills making the rough yarns found this flax suitable for their purposes, and prices being very low bought large quantities. In autumn business got better, and higher rates were paid, as it was thought that next year's crop would be less than the demand. Prices opened with 5*s.* 6*d.* per 15½ kilos., other sorts in proportion. 3,318 tons, value 56,400*l.*, as against 3,477 tons, value 62,600*l.* in 1898, were exported.

Imperial German Bank. The branch establishment of the Imperial German Bank at this place shows the following return :—

| Description. | | | | Amount. |
|---------------------------------|----|----|----|-----------|
| | | | | £ |
| In the Lombard business .. | .. | .. | .. | 1,152,680 |
| Bills of exchange discounted .. | .. | .. | .. | 2,068,630 |
| Cheque and giro transactions .. | .. | .. | .. | 5,693,720 |
| Total .. | .. | .. | .. | 8,915,030 |
| „ in 1898 .. | .. | .. | .. | 8,764,380 |

Harbour. Owing to the continuous storms from the north-west last autumn on the Baltic coast, the channel leading to this harbour silted up to a depth of 15 to 16 feet only. A first-rate dredger was engaged to remove the sand from the bar, but it did not succeed on

account of the unfavourable weather. In consequence merchants and shipowners were much inconvenienced. In the spring of 1900 the endeavours to bring the bar to the usual depth succeeded, and now vessels drawing 21 feet can cross the bar again. All necessary precautions have been taken to prevent a recurrence. A first-rate steam dredger is being built for this port and will be ready in the autumn. Further, the Government has granted the necessary funds, about 150,000*l.* for the extension of the south mole. This work, when completed, will be a great protection against the westerly storms, and the sand can never slit up the channel again. A new pilot tower of white stone from which the tidal signals are made has been erected in place of the old wooden tower.

Some new manufactories have been established at Memel, *Industries.* especially to be mentioned is one for the making of cellulose. The chemical works produced superphosphate and other artificial manure of different kinds to the same amount as last year, and yielded good profit. The three establishments for iron foundry, engineering, and shipbuilding, built seven screw steamers, ship's screws, machines, agricultural machines, and other implements.

The harvest in this district was not satisfactory. Every kind *Agriculture.* of grain was below the average. Potatoes were plentiful. The hay crop was abundant and the quality good. Owing to the cold and dry spring the prospects for this year's harvest were at first not very good, but the fine and warm weather in July and the rain in the second half of June have improved the prospects, and a good medium crop is expected.

The rates adopted in this report for the conversion of German money and weights into English equivalents are 20 marks for the 1*l.* sterling and 20 cwt*s.* for the ton.

Annex A.—RETURN of Shipping at the Port of Memel during the Year 1899.

ENTERED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British ... | 2 | 227 | 32 | 28,352 | 34 | 28,579 |
| German ... | 113 | 30,212 | 315 | 103,307 | 428 | 133,519 |
| Norwegian ... | 7 | 954 | 31 | 15,285 | 38 | 16,240 |
| Swedish ... | 4 | 416 | 13 | 9,740 | 17 | 10,156 |
| Danish ... | 21 | 2,729 | 4 | 3,740 | 25 | 6,469 |
| Russian ... | 11 | 3,176 | 1 | 94 | 12 | 3,270 |
| Dutch ... | 31 | 2,559 | ... | ... | 31 | 2,559 |
| Spanish ... | ... | ... | 1 | 1,469 | 1 | 1,469 |
| Belgian ... | ... | ... | 1 | 659 | 1 | 659 |
| Total ... | 189 | 40,273 | 398 | 162,647 | 587 | 202,920 |
| „ for the year preceding ... | 211 | 28,980 | 550 | 238,141 | 761 | 267,121 |

CLEARED.

| Nationality. | Sailing. | | Steam. | | Total. | |
|-------------------------------|--------------------|--------|--------------------|---------|--------------------|---------|
| | Number of Vessels. | Tons. | Number of Vessels. | Tons. | Number of Vessels. | Tons. |
| British | 2 | 227 | 32 | 28,852 | 34 | 28,879 |
| German | 124 | 30,180 | 325 | 109,854 | 449 | 140,034 |
| Norwegian | 7 | 954 | 31 | 15,236 | 38 | 16,240 |
| Swedish | 4 | 416 | 13 | 9,740 | 17 | 10,156 |
| Danish | 21 | 2,729 | 4 | 3,740 | 25 | 6,469 |
| Russian | 10 | 3,487 | 1 | 94 | 11 | 3,581 |
| Dutch | 31 | 2,569 | ... | ... | 31 | 2,569 |
| Spanish | ... | ... | 1 | 1,489 | 1 | 1,489 |
| Belgian | ... | ... | 1 | 659 | 1 | 659 |
| Total | 199 | 40,582 | 408 | 169,194 | 607 | 209,746 |
| .. for the year preceding ... | 223 | 30,388 | 580 | 239,934 | 773 | 270,322 |

Annex B.—RETURN of Principal Articles of Export from Memel during the Years 1899–98.

| Articles. | 1899. | | 1898. | |
|----------------------|-----------|-----------|-----------|-----------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Timber | 335,000 | 960,720 | 460,000 | 1,069,350 |
| Flax | 3,318 | 56,400 | 3,477 | 62,600 |
| Grain and linseed .. | 3,190 | 28,895 | 4,237 | 33,100 |
| Manure and chemicals | 37,940 | 99,015 | 38,926 | 130,930 |
| Other articles | 93,000 | 339,508 | 65,000 | 246,823 |
| Total | .. | 1,484,538 | .. | 1,542,803 |

RETURN of Principal Articles of Import to Memel during the Years 1899–98.

| Articles. | 1899. | | 1898. | |
|------------------------------------|-----------|-----------|-----------|-----------|
| | Quantity. | Value. | Quantity. | Value. |
| | Tons. | £ | Tons. | £ |
| Timber | 490,000 | 927,600 | 420,000 | 777,238 |
| Coals | 85,354 | 72,543 | 69,373 | 55,668 |
| Flax | 3,755 | 56,332 | 3,290 | 57,400 |
| Manure and chemicals | 30,096 | 63,265 | 27,010 | 59,165 |
| Herrings | 5,280 | 38,400 | 6,800 | 35,275 |
| Salt | 3,805 | 3,250 | 3,075 | 2,600 |
| Linen, woollen, and cotton ware .. | 297 | 74,250 | 300 | 70,000 |
| Rum, wine, spirits .. | 850 | 50,000 | 860 | 48,500 |
| Other articles | 40,800 | 427,173 | 32,600 | 377,694 |
| Total | .. | 1,712,813 | .. | 1,483,550 |

No. 2523 Annual Series.

DIPLOMATIC AND CONSULAR REPORTS.

GERMANY.

REPORT FOR THE YEAR 1899

ON THE

TRADE AND COMMERCE OF GERMANY.

REFERENCE TO PREVIOUS REPORT, Annual Series No. 2344.

Presented to both Houses of Parliament by Command of Her Majesty,
SEPTEMBER, 1900.

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No. 2523.

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Report on the Trade and Commerce of Germany for the Year 1899

By MR. CONSUL-GENERAL SCHWABACH.

(Received at Foreign Office, August 20, 1900.)

The year 1899 must be considered as one of unprecedented **Introduction.** prosperity for all branches of German industry and commerce.

A combination of favourable circumstances—a good harvest, many new inventions in the various branches of industry, the rapid development of electricity, the immense amount of material required by the State for the increased traffic—all these causes have combined to give the working classes full employment all round, and the result has been a steady and satisfactory increase in the consuming power of the population.

The figures which point to a satisfactory increase in the foreign trade of Germany do not adequately express the development of industry. It must be borne in mind that great exertions were required for the home markets. In the first place a number of towns gave orders amounting to many millions of pounds for large undertakings, specially electrical plants of every kind.

The economic development of the German Empire in 1899 has been accompanied by, in fact, it has brought about to a certain extent, a considerable rise in the rate of interest. The rate of discount of the Imperial Bank, which in 1898 averaged 4·22 per cent., rose to 5·033 per cent. in 1899. The demand for money had enormously increased in Germany; while in nearly all branches of industry very important new ventures were made, new factories built, new mines opened, &c., the public in view of the favourable conditions of all branches of industry invested largely in industrial shares. The demand for ready-money for banking transactions increased for the very reason that the Banking Act (Börsen Gesetz) of 1896 prohibited dealings in futures in many shares chiefly dealt in by the speculating public.

The increase in the value of the imports in 1899 was 19,754,900*l.*, or 7·9 per cent. more than in 1898, while the increase in the value of the exports was 22,107,840*l.*, or 12 per cent. more than in 1898.

It is, however, a fact worthy of remark that the imports from the United Kingdom have decreased in value from 40,474,020*l.* in 1898 to 38,088,235*l.*, a difference of 2,385,785*l.* On the other

hand, the exports to the United Kingdom have increased from 39,403,430*l.* in 1898 to 41,747,080*l.*, a difference of 2,343,650*l.*

Coal.

I wish to draw attention to a most interesting publication, the work of the celebrated Breslau geologist, Professor Dr. Frech. It treats with great thoroughness the question "When will our coalfields be exhausted?" According to Dr. Frech's calculations Germany is the richest country in Europe in future stores of coal, and is only superseded in this respect by North America and North China. The present production of coal in England is actually higher than that of Germany, but this denotes a more rapid exhaustion of coal stores. The article concludes with tables showing the probable time of exhaustion of the principal European coalfields.

Duration of 100 to 200 years. The coalfields of Durham and Northumberland. Central Bohemia, Kingdom of Saxony, province of Saxony (coal all but exhausted). The thinnest layers of coal, and the smallest number of seams, are to be found in the coalfields of Central France.

Duration of 200 to 250 years. All other British coalfields.

200 to 300 years. Waldenburg Schatzlarer district.

300 to 400 years. Northern France.

600 to 800 years. Saarbrücken district, Belgium, Aix-la-Chapelle, and the contiguous Westphalian district, including the Ruhr.

1000 years and upwards. The greatest number, and the thickest coal seams (about 5,000 metres) are found in the coalfields of Upper Silesia, its eastern prolongation—Russian Poland, and its southern prolongation—Moravia.

Professor Frech concludes his highly interesting paper with this sentence: "After a thousand years, when the European and North American coalfields are exhausted, it is possible that the coal and ironstone of Shansi may make this district a centre of the world's industry."

The coal market of 1899 was exceedingly firm. During the last four months of the year there was great excitement, and prices went up by leaps and bounds. The firmness of the market at the beginning of the year may be partly attributed to the Welsh coal strike of 1898, but the great demands of the various industries kept prices high, and the outbreak of the Transvaal War brought them still higher. The demand was especially felt in the Cardiff district, where prices were extraordinarily high. Then came the increased requirements of an abnormally severe winter, with the accompanying difficulties of transport such as ice-bound rivers, &c. This was a rare combination of circumstances which may never occur again.

The export of coal to Germany amounted to 4,873,555 tons in 1899, compared with 4,506,163 tons in 1898, an increase of 367,392 tons, or 8.1 per cent. These figures refer to the North Sea Coast. The Baltic seaports, on the contrary, show a diminished import of British coal. The figures are as follows:—

| Year. | Quantity. | | | |
|----------------------|-----------------------|----------------------|-----------|----------|
| | Hamburg. | Baltic. | Stettin. | Berlin. |
| | Tons. | Tons. | Tons. | Tons. |
| 1898 | 2,055,100 | 1,662,925 | 840,739 | 328,280 |
| 1899 | 2,420,150 | 1,527,425 | 694,047 | 267,155 |
| Increase or decrease | + 365,050 (17·7 %) | - 135,500 (8·2 %) | - 146,692 | - 61,125 |

This diminished import of British coal was doubtless owing to the moderate price at which German coal was kept, a price much below that of the general market. This, however, did not injure the British trade, for British coal found a ready sale at enormous prices, although German coal at ordinary prices was always obtainable.

It is predicted that the present firm condition of the coal market will continue for some time although the last few weeks have shown a slight tendency to the contrary.

The import of British coal into Germany during the past year was very considerable. In the month of March the import was the largest, the returns being as follows:—

| | Quantity. | |
|------------------------------|-----------|---------|
| | 1899. | 1898. |
| | Tons. | Tons. |
| Coal— | | |
| Northumberland and Durham .. | 150,481 | 97,141 |
| Midlands | 52,321 | 37,239 |
| Scotland | 68,131 | 36,264 |
| Wales | 18,331 | 7,501 |
| Coke | 1,268 | 119 |
| Total | 290,532 | 178,266 |

The import of the month of March was far above the average, and beat the previous record of November, 1897, which amounted to 237,787 tons.

The strikes of the miners in Bohemia and Saxony are mainly the cause of this enormous import. The North English and Scottish mines have still large orders to deliver to Hamburg and Holland, which they will be able to do before the opening of the Baltic season, but it is apprehended in trade circles that the middle of May will bring a change, as by that time large quantities will be required for the countries on the Baltic, especially Russia and Sweden.

In my report for 1898 I directed attention to the endeavours Iron-works of German ironworks to obtain their supplies of iron ore from

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Norway and Sweden. Quite recently, I have been informed, large contracts have been made for such deliveries. The iron ore mines of Gellivaare have contracted to deliver the entire product of their mines (with the exception of a small quantity of phosphate-free and some middling sorts containing phosphate) until 1904.

The mines of Kirunavaara and Luossavaara have contracted to deliver 2,000,000 tons annually till 1904. In addition, large contracts have been made for a still more distant date at an advance on even the present high prices.

Copper.

The copper production of Germany, which amounted in 1898 to 30,703 tons, has in 1899 (although official statistics are not yet to hand) been estimated at 37,676 tons. The import, 89,746 tons, is only a few tons less than that of last year, whereas the export has increased by 5,347 tons. The home consumption for 1899 was estimated at 102,618 tons compared with 101,519 tons in 1898; 96,303 tons in 1897; 85,160 tons in 1896; and 70,362 tons in 1895.

Since 1892 the consumption in Germany has increased by 82.91 per cent.; the production of the whole world has only increased in the same time 48.16 per cent. This enormous increase is doubtless to be attributed to the corresponding increase of German electrical undertakings. The export of copper articles amounted in 1899 to 40,175 tons, that is 3,176 tons more than in 1898. There is every prospect of a further increase of production, but the view of some experts that the supply may be greatly in excess of the demand may be considered as exaggerated. Experience, too, has proved that the productiveness of copper mines is very uncertain. At present, the most important practical question seems to be, how will the present high price of copper influence the supply and demand in the immediate future. In conclusion it may be mentioned that the New York Metal Exchange is about to establish a standard type. The new type is to be regulated by the price of electrolytic copper, as the demand for this product is larger than that for others.

Silver and lead.

It is noticeable that, though in all other mining products an increase of production has taken place, less silver and lead have been produced in 1899 than in previous years. Compared with 1898 the lead production has decreased by 3,862 tons, or 2.91 per cent., to 128,951 tons; the silver production has decreased by 15.4 tons, or 3.57 per cent., to 431 tons.

Spirit.

The year 1899 will be remembered in the spirit manufacture as the date of the founding of the "Central für Spiritus-Verwerthung. During the last 20 years several attempts have been made to combine under one direction all the German distilleries. These efforts have hitherto failed. In 1899 the attempt was renewed to unite the brandy production and the manufacture of spirit, and at the same time to form a monopoly for the wholesale business in these articles. The plan has at last succeeded. All producers and manufacturers have by this act sacrificed their independence.

The spirit manufacturers felt themselves obliged to concur, for

fear of not being able otherwise to obtain the raw material, and the producers were obliged to submit to the demands and to follow the example of their more prominent economic leaders.

This "Central" for "Spiritus-Verwerthung" is a thoroughly unique organisation. It consists of three bodies—the distillers, the spirit manufacturers, and those who combine both industries. The organisation has to make all necessary business arrangements, to manage the sales, and settle the monetary accounts of all the participators. The actual contractor is the "Union of Distillers," while the spirit manufacturers receive certain sums for refining, warehousing, loan of casks, reservoirs, &c. The spirit manufacturers work for a fixed remuneration, but the distillers take the whole risk of the undertaking, this risk being compensated for by the prospect of considerable profits.

The large capital necessary for such a gigantic enterprise has been provided by making use of all moneys and plant already existing in the trade. For this reason, the retail merchants are not shut out, but are also allowed to participate on condition of the payment of a certain commission to the distillers. In the same way, the refiners buy the raw spirit from the distilleries on payment of the above-mentioned commission, and deliver according to the dictation of the "Central" chiefly to their former clients.

A capital of 320,000*l.* has been placed at the disposal of the "Central" by whom all accounts are settled. The directors of the "Central" are competent persons formerly employed in the "Verkauf Stelle Deutscher Spiritfabrikanten." A committee of distillers and another of refiners issue the various necessary regulations. To these committees was added a sub-committee of retail spirit merchants ("destillateur") who, however, are only allowed to report, but who have in no case a vote in determining the selling price of spirit. This sub-committee ceased to exist in the course of the present year. The accounts are settled in the November of the ensuing season.

The undertaking differs from a trust principally in this respect, that the spirit ring does not limit the production in order to maintain a remunerative selling price. The ring is, moreover, actively employed in extending the trade by making spirit available for various trade purposes, particularly those of heating and lighting.

The "Central" has a separate department in which arrangements are made with railway and other authorities for the introduction of novelties in spirit lamps, and cooking and heating apparatus. One great means by which these aims are furthered is the cheapening of denaturated spirit, the "Central" giving it comparatively cheaper than spirit. Another means of combating a possible over-production is the encouragement and extension of the export trade. It is, however, asserted by competent authorities that the export of German spirit to the United Kingdom, the Levant, to Africa, and to the other comparatively few lands where German spirit finds a market, is not likely to be of such importance as to warrant the increase to any appreciable extent of the home production.

Again in Russia, the spirit monopoly has allowed a somewhat greater freedom in the production of spirit in Russia which is a little over the home demand; it is probable therefore that the export will increase. In Austria, too, and in Russia American spirit trusts have been founded with gigantic capital, the purpose of which is evidently to throw as much spirit as possible on the world's market.

All these facts point to the improbability of an increase in the German export trade. It is true that the "Central" has formed a connection with two of the most important Hamburg spirit export firms with the avowed object of increasing the export, but by no means the whole of the Hamburg export trade is in the hands of the ring. Under these circumstances it will be interesting to watch the ultimate fate of the ring.

One-fifth of the German spirit production has remained altogether independent. A certain number of spirit manufacturers too have not joined the ring. This competition is, however, inconsiderable, as the distilleries in question only do a local trade, and very few of them are large. A not unimportant fact is, however, that a number of noted producers, in order to maintain their independence, have united, and have erected a spirit factory with all the latest improvements and of great extent in the neighbourhood of Berlin, in order to rectify their spirit, and to negotiate its sale.

The ring will have an estimated duration of nine years, which includes the rest of the running and the whole forthcoming "contingent" period (quantity of alcohol which may be for a certain time produced at a lower rate).

A certain number of distillers who were unwilling to sacrifice their independence for so long a period as nine years were allowed to join the ring for periods of one, two, or three years.

Spirit
locomobile.

The motor factory of Oberursel has placed on the market a locomobile which promises to be of some importance for the spirit industry. The locomobile is of simple construction, requires little material, and the economic effect can be considerably increased by using a mixture of denaturated spirit with benzol. The "Central" has offered to provide the distilleries which will use such motors with spirit of 88 vol. per cent. for about 20 pf (2½d.) per litre, on the condition that it is used exclusively in their own establishment. The motor manufacturers guarantee that not more than from .04 to .06 kilo. of spirit-benzol mixture will be required per h.p. and per hour. Should the motor not fulfil these conditions they further bind themselves to supply a petroleum motor in place of the other.

Cereals.

Complaints have long been made in agricultural circles in Germany that the prices of wheat at home are considerably lower than the prices of the world's market. This grievance has existed for years. Germany (since the reimbursement of the duty on corn without reference to the country of origin) has become an exchange for cereals. She sends wheat and rye across her frontiers and imports the same, but in larger quantities. Germany

does not supply her own demand for corn. According to statistics the population increases annually to the number of 700,000, and since 1893 has increased by 4,250,000, that is, from 50,750,000 to 55,000,000—an increase of nearly $8\frac{1}{2}$ per cent.

The cultivation of cereals has not made proportionate strides with this increase of population. It is true that the acreage of winter wheat has increased since 1893 by 30,000 hectares, but the acreage of winter rye has decreased by 100,000 hectares. As the summer growths of wheat and rye have also annually decreased, it is an established fact that there has been a steady retrogression in the growth of cereals since 1893, and that, too, with a large increase in population. The statistics of another year might perhaps have been chosen with a more favourable result, but in any case it is certain that the regular increase in population has not been accompanied by a corresponding increase in the cultivation of cereals. Foreign wheat finds in Germany an ever-increasing market, and this fact taken together with the comparatively low prices obtained at home for home-grown wheat can only be considered as anomalous. For one would suppose that where so great a demand exists as not to be supplied by the home production, the home-grown wheat protected by an import duty of 35 marks per 1,000 kilos. must rule the market and obtain at least as good a price as imported wheat. Another striking fact is that in such an important wheat consuming district as the Province of Saxony, farmers after good harvests have to make the most strenuous endeavours to get rid of their wheat either by selling to other provinces or by export. But this example will give us the key to this puzzling economic problem.

For many years Saxony has cultivated English varieties of wheat. Firstly, Rank wheat, then Sheriff, Squarehead, Prolific—these cultivations extending more and more to other adjacent districts gradually replaced the growth of German wheat. The reason for this change was the superior yielding capability of the English sorts, good German wheat giving 10 cwts. to the morgen, and English wheat 18 cwts. In their efforts to extract the greatest possible amount from the soil they have produced a grain which leaves nothing to be desired as to the quantity of flour obtained, but which is useless for the baker unless mixed with other wheat flour. The want of gluten existing in all English wheat grown on German soil must be supplied by a considerable addition of imported wheat containing gluten.

This gives us one reason why the wheat grown on German soil (consisting as it does of English varieties or of their progeny) cannot be so highly valued as foreign wheat, which, in spite of the high duty upon it, continues to be largely imported, and the reason is plain why the home-grown wheat is obliged to find a market in other countries.

A further reason for the low prices of inland wheat is probably to be found in the abolition of the "Produkten Börse," and the consequent diminution of enterprise and speculation in this article. The 1898 Sheriff wheat, and partly the heavy sorts of

1899, were, excepting the want of gluten, so excellent in quantity that it is surprising the extraordinarily low prices did not induce buyers to lay in large stocks. It is possible that the high price of money during the last few months had something to do with the flatness of business. This together with the unregulated conditions of the corn market, altogether made corn speculators disinclined to venture.

Corn store-
houses.

It is at present too early to form a decisive opinion on the operations of the corn store-houses. The time, not quite a year, is too short. The Government is of opinion that the organisation must be in operation for some years before judgment can be passed as to its efficiency in securing a more profitable market for inland corn. At present 250,000*l.* have been granted for the erection of such store-houses. 24 are already in operation, 10 in Pomerania, one in West Prussia, one in Posen, one in Silesia, one (experimental) in Berlin, one in Saxony, two in Hanover, two in Westphalia, and five in Cassel. Store-houses are about to be opened at Callies in Pomerania, at Nordhausen in Saxony, at Plathe in Posen, and two at Tilsit in East Prussia. Plans have been made for one at Falkenburg in Pomerania. Requests for such store-houses have been received from Brakel (West Prussia), from the Rhine provinces, and from other parts of Germany. For the 29 store-houses above-mentioned, a grant of 192,678*l.* has been made.

Butter.

A decided improvement has taken place in the quality of German butter. In many districts great efforts have been made in this direction, but, notwithstanding this, the United Kingdom, the most important market for German butter, prefers the produce of Sweden and Denmark and the better sorts of Colonial butter. The export to the United Kingdom in 1897 was 2,722 tons; in 1898, 2,090 tons; and in 1899, 1,781 tons.

Finland butter is so excellent, and fetches such good prices, that nearly the whole of the produce is sent to the British market. The trade in German butter has been favoured by a decree of the Prussian railway authorities, by which butter can be sent per express at ordinary rates.

Rice.

There are at present in Germany 12 rice mills, of which one lies in the free port district of Hamburg. The 11 mills situated in the dutiable district exported last year 114,607 tons, with a value of 1,045,000*l.* In 1889 the amount was 163,587 tons.

Fifteen years ago the centres of the rice trade were London and Liverpool. Gradually Bremen and Hamburg began to compete successfully with England. That this competition has not progressed is owing to the fact that the German custom-house regulations of 1888 involved the mill-owners in so many expenses that the business was no longer remunerative. But the principal reason appears to be that India and Japan have for a number of years established rice-shelling mills, so that they put rice on the market already freed from the husk and polished, whereas they formerly exported only raw rice.

The retrogression of the English rice trade is palpably owing to the Indian competition. German export suffers too from the same cause. The home market is protected through a contract made with trans-oceanic rice firms, by which the import of rice freed from the husk, broken rice, and rice refuse is forbidden. But with the expiration of this contract this home market will, too, be lost to the mills unless some new protective regulations are made. Provision is being made in the new customs tariff in anticipation of such an eventuality by making separate arrangements as to the duty on (1) rice in the husk; (2) rice freed from the husk; (3) polished rice. But until 1904 no difference can be made.

Business in sugar between the United Kingdom and Germany ^{Sugar.} during the current business year (commencing September 1, 1899) has been attended with great difficulty. The export has gone back 475,000 tons from September 1, 1899, to the end of February of the present year. One principal cause of this was the Bourse Law (Börsen Gesetz) restrictions on the trade in "futures," which give considerable advantage to the foreign competitor. This loss is, however, partly compensated by the larger export to India and Japan.

The export of refined sugar has increased because the export premium on refined sugar (containing at least 99½ per cent. sugar) is 52½ pf. (about 6½d.) per cwt. higher than on raw sugar.

A union called the "Deutsche Zucker Cartel," including 98 per cent. of the whole German sugar producers, has been lately formed.

The attempts to form a union of sugar manufacturers date as far back as the middle of the 80's, a time when the German sugar trade was very depressed. A plan was then proposed to form a sugar bank for the sale of raw sugar, but it came to nothing, several members of the very large Committee being unwilling to forego their right to sell their raw sugar at their own prices. Later on the refineries came with certain proposals to the raw sugar manufacturers. These proposals, which demanded privileges out of all proportion to those granted, were also rejected by the manufacturers. It was not until 1894, when, in consequence of over-production, the sugar industry was at a low ebb, that it became possible for the Sugar Cartel to make some headway. It was clearly seen that no progress could be made unless a union of raw sugar manufacturers existed, a similar union of sugar refiners having existed for some years. Certain difficulties occurred at the outset, owing to the fact that many of the sugar refiners themselves possessed manufactories of raw sugar, but these were eventually overcome, and the existing Sugar Cartel was formed on the basis of a similar organisation for Austria-Hungary. In the same year the German Sugar Syndicate (limited liability company), and later, the Syndicate of German Sugar Refiners (limited liability company), came into existence. Both companies have striven to bring about the present decision.

As there exists an import tax on sugar of 20 marks for 30 kilos., it is possible to raise the inland price without incurring the danger

of foreign competition. This idea is the basis of the Cartel. A normal price of 12 marks 75 pf. per cwt. for home refined and consumed sugar was decided upon. The refiners are obliged to pay the difference of the Magdeburg notation ("per rendement 88"), and the price of 12 marks 75 pf., plus 10 per cent., as the difference between raw and refined sugar to the raw sugar works. These amounts will at the end of the business year be divided among the different raw sugar factories according to the tax "contingent" for 1900-01, after deducting the costs of administration. The export trade of raw and refined sugar will not be touched by the Cartel, neither are the sales of raw sugar works limited by it. The refiners get for their sugar a Cartel profit of 50 pf. (6d.) per cwt. As a consequence the price of refined sugar will not be subjected to great fluctuations, but will be fixed every month by the refiners' syndicate. The price of refined sugar is calculated according to the following details:—

| | | | | | Per Cwt. |
|---------------------------|----|----|----|----|----------|
| | | | | | M. pf. |
| Price of raw sugar | .. | .. | .. | .. | 12 75 |
| " work, freight, &c. | .. | .. | .. | .. | 4 00 |
| Tax | .. | .. | .. | .. | 10 00 |
| Cartel profit of refiners | .. | .. | .. | .. | 0 50 |
| Total | .. | .. | .. | .. | 27 25 |

This is the minimum price, which can be raised if necessary for a premium on the export of refined sugar. In the opinion of experts, the Cartel will have the following results:—

(1) The raw material factories gain a profit which will be higher with a low market price, and vice versa. Smaller raw sugar factories are guaranteed a profit irrespective of the price of beet-root.

(2) The works which produce white sugar get in addition to the above-mentioned profit, a Cartel profit.

(3) The refiners get the Cartel profit of 50 pf. (6d.) per cwt. The allowance of 4 marks per cwt. for work and freight will leave a good margin of profit, especially for large establishments. To avoid a sudden rise in prices the Cartel profit will be fixed at 30 per cent. the first year and 75 per cent. the second year. But even with this limit it is hoped that the raw sugar works as well as the refineries will make a good profit during the five years' existence of the Cartel. As there are 400 raw sugar works and 150 refineries, it is hoped that the whole industry will thrive.

Hops.

The German Brewers' Union has protested in a decided manner against the raising of the duty on hops. The union has presented a petition to the Government, in which reasons are given in great detail against any increase on the present duty on barley and malt. The document in question states that Germany belongs to the countries which must import barley, that the average annual

import for the last five years was 1,034,000 tons, and that no country has such an interest in getting cheap barley as Germany. The raising of the duty would not only seriously injure the brewing and malting trade, but would react injuriously on the whole agricultural interest, leading to high prices of those raw materials which, both as regards quality and quantity, are indispensable to the German industry.

The Mannheim Chamber of Commerce has advised the General Direction of the Baden railways to allow exceptional tariffs for the carriage of hops to other countries. Every facility should be given to this trade which has at present a hard struggle, particularly in the United Kingdom, with Russian, Belgian, and American competition. Good covered carriages are, too, to be made for the hop transport.

The export of woollen cloth and stuff from Germany to foreign **Wool.** countries having a protective tariff amounted in 1899 to 20,442 tons, with a value of 66,668,137*l.*, compared with 20,798 tons, with a value of 66,779,171*l.* in the previous year. This shows a retrogression in quantity of 356 tons and in worth of 111,034*l.*, or 1·6 per cent.

The principal cause of this diminished trade is the heavy duties imposed by the United States. Five years ago the States were the principal market for German woollen stuffs, now they are only seventh in importance, and require less than Sweden, Denmark, and India. The export to the United Kingdom amounted to 3,508 tons, or 17·1 per cent.

It is proposed to abolish the wool markets of Prussia, except those of Berlin and Breslau; the Prussian Minister of Commerce is considering the matter.

The Commercial Chamber at Crefeld reports that the silk and **Silk.** velvet industry of that district amounted in 1899 to 4,027,831*l.* compared with 3,721,742*l.* in the previous year, an increase of 306,089*l.* The increase on silk stuffs was over 250,000*l.*, that on velvet over 50,000*l.* Part of this increase is doubtless owing to the general rise in prices. The German home business has increased considerably, from 1,922,362*l.* in 1898 to 2,143,330*l.* in 1899, an increase of 220,968*l.* Velvet takes 46,806*l.*, and stuff 174,140*l.*

The trade with other countries has kept up to the usual mark, with France it shows a slight decrease. The same may be said of the trade with the United Kingdom and with countries outside Europe. The trade in velvet increased by 53,960*l.* in spite of a three months' strike among the weavers. The strike, however, reduced the number of mechanical velvet looms from 2,214 in 1898 to 1,781 in 1899. The number of mechanical velvet ribbon looms has somewhat increased. The handlooms for velvet and velvet ribbon have decreased. The consumption of raw silk and cotton shows a diminution which may be accounted for by the strike; on the other hand, the consumption of "Schappe" has increased. The aggregate sum paid in wages for weaving, cutting, and dyeing, is, in spite of the strike, nearly equal to that

of the previous year; for "dress" the sum of wages is somewhat higher. The trade in whole silk and half-silk goods has increased by 252,130*l.*, from 2,643,762*l.* to 2,895,892*l.*—the highest figure yet attained in this industry. Handlooms for stuff have diminished by 680 compared with the previous year. Of mechanical looms 386 more are in use. The ribbon industry has extended; 212 handlooms, and 26 mechanical looms more than in the previous year were employed, which led to a proportionate increase in the consumption of raw material. The wages, except those for cutting, were also higher. The trade in dyeing of velvet and raw silk shows considerable increase, particularly for the supply of the wants of foreign manufacturers. The trade in the dyeing of piece-goods in whole silk and half-silk goods was somewhat less than usual.

Cotton.

The question of the cultivation of cotton in German colonies was recently discussed at a meeting of the German Colonisation Society. It appears that 40,000,000 bales of Egyptian cotton are annually exported to the United States, and that the soil and climate of German East and West Africa are in every respect favourable to the growth of cotton. It is the duty, therefore, of the Colonial Association to encourage this cultivation by every possible means. Energetic measures were suggested, by which an export trade could be eventually established. A pecuniary grant was made by the economic committee for experiments to be made in Togoland. A grant was also requested from the lottery income, and the matter was earnestly recommended to the notice of the Imperial Chancellor.

Vicuna.

The export of vicuna yarn from Germany amounted in 1899 to 1,429 tons of the value of 71,176*l.*, compared with 1,429.5 tons of the same worth in the previous year. By this it may be seen that the export was steady and not subject to the fluctuations of the previous year. At present, prices are much higher than formerly, which will probably considerably increase the value of the export. In the year 1899 the United Kingdom received 1,105 tons, or 77.32 per cent.

Yarn.

Various opinions prevail as to the present situation and future prospects of the carded yarn industry. The following is an extract from the annual report of the Commercial Chamber at Lennep:—"The entire carded yarn industry remained in its previous depressed condition. A convention, which had for its purpose the revival of this decaying industry failed for the second time, and unless favoured by some change in fashion, of which at present there seems no prospect, nothing remains but to wait, and the probability is that the trade will gradually die out."

The Chamber evidently attaches no importance to the sudden revival of the trade which took place in the last months of 1899; adhering to their previously expressed opinion that the weaving industry will do as it has done hitherto, and provide its own spinning mills. Should this be done to a great extent, there is still less prospect of any remunerative work for the carded yarn spindles. Many spinning mills, at present furnished with old-

fashioned machines, are waiting before providing themselves with new machines, so that if the worst comes to the worst they can give up spinning altogether.

It must be confessed that this pessimistic view is nearly general in the trade, but it is thought by many that the existing carded yarn spinning mills can do a remunerative trade, particularly when it is considered that they have decreased in number, and that with an increasing population there must be an increased demand, and this in spite of the weavers having their own spinning mills. This latter view is strengthened by the fact, that since the autumn of 1899 every carded yarn spinning mill has been fully employed. This was probably owing to the fact that between May and October a large number of spindles ceased working altogether. As long then as no increase takes place in the number of spindles, there is every hope that those at present working may do so anyhow without loss.

It is well-known that the German cotton spinner has repeatedly agitated for an increase of the duty on cotton yarn. The spinners have proposed a duty of 62 marks on "No. 100 English," which represents an increase of 166 per cent. over the present duty. The manufacturers have naturally loudly protested against this increase, and have petitioned for a decrease of the duty on cotton yarn. The Union of German Yarn Consumers have suggested certain alterations in the tariff, particularly for numbers 601-603. The proposals as to the duty on 100 kilos. cotton yarn are as follows:—

| | | | Amount. | |
|--------------------------------|----|--|-----------|----------|
| | | | Proposed. | Present. |
| | | | Marks. | Marks. |
| One thread, raw yarn to No. 17 | .. | | 3 | 12 |
| " " No. 17-46 | .. | | 9 | 18 |
| " " " 46-62 | .. | | 12 | 24 |
| " " " 62-82 | .. | | 15 | 24 |
| " " over 82 | .. | | 18 | 24 |

For two-thread once twisted raw yarn an increase of 6 marks for the lowest class up to No. 17 is proposed, and for each of the other numbers an increase of 3 marks. For two-thread bleached dyed and printed yarn an increase of 12 marks over the duty on one-thread yarn is proposed up to No. 17, and 9 marks increase for the other numbers.

The putting of the last finishing touches on curtains and lace is a long and tedious process and very injurious to the eyesight. Faulty places and imperfections in the goods are rectified and mended where necessary by women engaged for this purpose. Lately a machine has been invented to perform this work, and after having undergone certain improvements, is now in use in the embroidery firms in the neighbourhood of Falkenstein. It is

stated that the machine is very exact, that it requires few work-people, and that it is much more rapid than previous methods.

Jute.

Efforts are being made to renew the Jute Convention which lapsed a few years ago. This convention had for its object the mutual protection of the manufacturers from the fluctuations of the market by limiting the production.

A meeting of jute manufacturers has taken place in Berlin, and there is every probability of the convention becoming an accomplished fact.

Mantles.

The mantle-making industry passed through many vicissitudes during the past year. The summer season commenced splendidly. The braided goods so much in vogue were a specially advantageous branch for the Berlin manufacturer, so that orders in costumes were particularly numerous and profitable. This activity was maintained during the whole season, and, contrary to custom, large orders were received at the end of May and the beginning of June, and as the manufacturers had no stock in hand (the practice of keeping stock generally leads to loss) it is certain that those houses which work for the United Kingdom had employment for the whole of the summer.

The winter season too began favourably. The regular orders were larger than usual. Articles braided with Barmen braid were specially in demand. The increase in the price of the raw material, and the consequent increased price of manufactured articles, had no influence on business, on the contrary, British buyers took more than usual. In September, however, came a sudden lull, which hindered the further development of business, and led at last to a total cessation. The weather was held to be the chief cause of this stoppage, and those manufacturers whose inexperience had led them to lay in large quantities of ready-made stock suffered most severely, many of them losing in this way the advantages of the profits of the previous months.

The business in children's mantles with the United Kingdom was good, but that branch suffered too from the warm weather in September and October. Some firms which had stock in London were obliged to get rid of their goods by re-export at a decrease in price of from 50 to 60 per cent.

The year 1900 opened with less hopeful prospects. A combination of circumstances has disastrously influenced the spring business. The former important direct trade with Canada as well as the indirect trade via London has suffered considerably, and the establishment in every part of Canada of large mantle manufactories gives few chances of its resuscitation.

With respect to the sending of ladies' and children's mantles, the Berlin manufacturers have come to the following decision: goods sent for inspection must be returned within four days, and the carriage must be paid.

Corsets.

The trade in corsets has made great strides in Germany during the last years. It can be truly said that the German corset industry not only entirely rules the home trade, but that it stands first in the markets of the world. There are about 125 factories

distributed over the Rhine provinces, Hesse Nassau, Berlin, Hamburg, Saxony and Württemberg, which employ from 40,000 to 50,000 workwomen.

In German commercial statistics, the trade since 1896 has been considered of sufficient importance to warrant its arrangement in separate departments, separate statistics being given for half-silk and not silk goods. But these special statistics only give part of the number of corsets made in Germany, silk and half-silk corsets being produced, of such no statistics are given. Notwithstanding, it is interesting to know that the export in corsets (not silk and half-silk) which in 1896 amounted to 557 tons with a value of 137,255*l.*, increased in 1899 to 837 tons with a value of 333,330*l.*

The import, on the other hand, was inconsiderable, and has only increased from 5 to 19 tons. The United Kingdom is by far the most important market, taking more than half of the entire export.

The German export of embroidery and lace has steadily Embroidery and lace. increased for many years. In 1899, 1,195 tons, with a value of 1,793,137*l.*, were exported, compared with 1,085 tons, with a value of 1,629,510*l.*, in 1898. According to this, the export has increased by 110 tons, with a value of 163,627*l.*, or 10 per cent. The chief market is the United Kingdom, which in 1899 took 537 tons of German lace and embroidery, or 45 per cent. of the entire German export.

The German artificial flower industry is still endeavouring to Artificial flowers. gain the first place on the British market, and especially to displace their French competitors. It is true that more have been imported from Germany, but the import from France has too been greater; in fact it must be owned that the very considerable British demand is principally supplied by French factories.

The export of trimmings and buttons of various kinds amounted Trimmings, buttons, &c. in 1899 to 4,862 tons, with a value of 2,365,549*l.*, compared with 4,888 tons, with a value of 2,311,088*l.*, in the previous year. The weight, therefore, was 26 tons or 5 per cent. less, but the value was 54,461*l.* or 2.4 per cent. greater. As the demand for trimmings of all kinds was continuous in the home market, it may be supposed that the manufacturers were on the whole satisfied. North America, however, which used to be Germany's best market, has given place to the United Kingdom, to which country the greatest quantity is sent, viz., 1,448 tons or 30 per cent. of the entire German export, whereas the United States only took 580 tons or 12 per cent.

The manufacture of trimmings which was formerly a home industry is, however, becoming daily more and more a machine industry.

The German writing paper manufacture is entirely dependent Paper. for its existence on the export trade, and this retrogrades from year to year. It still, however, amounts to 6,036 tons with a value of 150,294*l.* in 1899, compared with 6,520 tons with a value of 162,304*l.* in 1898.

In 1899 under the heading "Paper not specially defined," 5,923 tons were exported, compared with 6,040 tons in 1898.

The import too has decreased. In 1899 it amounted to 1,011 tons, with a value of 45,294*l.*, compared with 1,068 tons, with a value of 47,897*l.*, in 1898. The most important market is the United Kingdom, which took, in 1899, 635 tons, with a value of 15,709*l.*, compared with 741 tons, with a value of 18,480*l.*, in 1898.

The export to the United Kingdom is, however, not very remunerative, as the price of writing paper there is very low. This is in a great measure owing to Austro-Hungarian competition. The Austro-Hungarian paper manufacturers, not finding a sufficient market in their own country, throw about one-third of their production on the world's market, often at a price which entails a loss to the manufacturer. At the end of 1899 there was an increased demand in the United States, partly the result of the powerful union of the principal paper manufacturers into a company (limited) under the designation of "The American Writing Paper Company." This resulted in a rise of 10 to 15 per cent., and it is not improbable that a similar movement may be felt on the European market.

Chromo-
lithography.

The chromo-lithograph branch is entirely dependent on the export trade. The home demand is not nearly sufficient to leave even a small margin of profit. The export to the United Kingdom was less than in previous years, the fashion in Christmas cards, the principal article, having undergone considerable change. Highly coloured cards are no longer in favour; those in monotonous are liked better, and unfortunately do not require chromo-lithography, a cheaper manipulation of the paper being sufficient. Easter cards are no longer fashionable. There is a great demand for advertisement placards, but the German manufacturers are not always happy in hitting off the British taste in these matters.

Information
Office for
Foreign
Trade.

A Commission of the German Board of Trade has considered the question of the establishment of an Information Office for Foreign Commerce.

The promoters of this plan consider that as the United Kingdom, the United States and France have anticipated Germany in this respect, that country dare not long remain behind, but must strain every nerve to support her already flourishing commerce. In some quarters, it is doubted whether such an institution can be of any real service, as a most thorough survey of foreign trade already exists. To establish an institution which will overlap or compete with already existing institutions seems fruitless, and may, in fact, be positively injurious, particularly if by its instrumentality smaller firms in their anxiety to do business are misled, or induced to incur risks for which no guarantee can be given. The great cost and the danger to the prestige of the Board of Trade in case of failure were given as reasons against the project.

On the other side, it is said that the new organisation is not to supersede, but to complete the old one. The possibility of the idea gave rise to the well-known journey through East Asia which was

undertaken a few years ago under German auspices. The Information Office would consider it one of its first duties to warn small firms against speculative undertakings.

To finance the affair it is proposed that 3,000 firms should subscribe annually 5*l.*, the Commercial Chambers 2 per cent. of their receipts, from unions, from the Empire, from the city of Berlin an approximate sum of 10,000*l.* is expected. The "Aelteste der Kaufmannschaft" declared themselves ready to give substantial support. With all these offers of help, the Board of Trade would be at a great disadvantage if, in case of its success, they had not given the undertaking adequate encouragement.

The proposal to assist in seeking new openings for the home trade, and not to assist foreigners in the import trade, was rejected. The idea of giving the organisation the prestige of an Imperial institution found supporters and dissentients. The supporters say that the Empire has always the Consular service at its disposal, and must therefore be considered the most reliable; the dissentients, on the other hand, contend that the affair must be conducted on purely mercantile lines, and must not be hampered by red-tapeism. An Imperial Commissioner would be sufficient to keep in touch with Imperial interests.

The details of the work of the Information Office would consist in furnishing information respecting laws and decrees which relate to trade with foreign lands, duties on each single article, regulations as to certificates of origin, agents, commercial travellers, protection of patents, information as to means of transport, cost of freight to districts where goods are required, or from where goods may be obtained.

It is not proposed, however, to advertise any special firm by name; as is justly remarked, many firms change owners, and by that change often their entire business circumstances, and that it would be a dangerous plan for the Information Office to make itself answerable for questions of credit. It is especially urged that reliable information should be given as to the addresses of respectable foreign solicitors. The Foreign Office, too, ought to give every facility for intercourse with the Consular officers.

German Commercial Chambers are to be instituted in foreign countries, and as this can only be accomplished by the co-operation of Germans living in such countries, the German Government is to be requested to encourage all such efforts.

German
Commercial
Chambers
abroad.

In the Plenary Meeting of the Commercial Diet it was ultimately resolved that a discussion should take place which should lead to the adoption of these or similar measures. Should this not become an accomplished fact, the members of the Board of Trade should in their meetings consult as to the usefulness of the proposed enterprise, and as to the willingness of the participants to pay the necessary subscription, and in this way to give a basis for the decision of the matter in the Commercial Diet.

In connection with this subject the following facts have come to hand:—

The movement to establish German Chambers of Commerce in
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foreign countries has met with an opponent in the person of the economist, Dr. Schumacher, known by his work on "Germany's Commercial Relations to Her Colonies." He brings forward two objections. First of all he contends that international commercial chambers, in which Germany has a prominent place, already exist in East Asia. German firms who are members of these international chambers would not join an exclusively German chamber, which would, therefore, in all probability only consist of insignificant merchants who were not of sufficient importance to occupy a place in the international chamber.

Another objection seems to be the following. In the United States commercial chambers exist consisting, for the most part, of German merchants naturalised as Americans; it seems, therefore, improbable that an exclusively German chamber would meet with sufficient recognition.

The Government, too, looks somewhat coldly on the plan, and the German Commercial Diet has contented itself with expressing its approval, saying that it may be a valuable means of extending German foreign commerce.

**False
marking of
goods.**

The Solingen Chamber of Commerce has reported to the Prussian Trade Minister an attempt on the part of certain German firms to introduce into the United Kingdom German goods (table knives) with the mark "Warranted Sheffield," the plan being rendered possible by shipping the goods to some foreign harbour. Fortunately the fraud was discovered, and the Solingen Chamber rendered every possible assistance to the English solicitors employed in the detection of the delinquents. The Solingen manufacturers were found guilty and sentenced to pay a heavy fine.

**Education.
Merchants.**

The continuous efforts which have been made to give young merchants an education suitable to their position have culminated in the idea of a Commercial University. It is intended to make the curriculum such as will give students a thorough theoretical training, and will enable them so to widen their knowledge as to open higher and better remunerated posts to them. The great impetus comes from Hamburg, but though much has been talked of, the consummation seems somewhat far off. It seems that those interested will at present content themselves with the founding of an institution in which all technical and scientific subjects having any connection with commerce are to be thoroughly taught. Among these will be included geography, history, natural science, modern languages, mercantile law, maritime law, tropical diseases, sailors' diseases, shipbuilding, and harbour construction.

The Institution will have the same status as the University and Technical High Schools, so that the students of these may study one or more terms in their own special subject at the Hamburg Institution. This class of students, it is hoped, will form the nucleus of the new University. It is expected, too, that many foreigners will avail themselves of such a unique opportunity.

Another class of students will be the merchants who have already served as apprentices or volunteers in the large Hamburg

houses. This will probably be the most numerous class, as no preliminary examination will be enforced.

The idea of this new institution can only be considered as extremely promising. It remains to be seen, however, whether it will answer to place such an institution in such close touch with the University and Technical High Schools as to make study there actually a part of the University course. It is to be feared that the teaching may be more theoretical and scientific than practical and mercantile. But it is certain that if it fulfils its promised purpose there will be a sufficient influx both of home and foreign students to make the institution a success in every way.

The Prussian Government has lately given much attention to **Technical** the demands for technical education. As a proof of the sub-**education.**stantial help given by the Government for this purpose, it may be mentioned that the sum set apart for this item has increased from 161,519*l.* in 1896-97, to 275,642*l.* in 1900, an increase in four years of nearly 75 per cent.

The Government Technical Schools receive most of these grants. But what has been done is by no means considered sufficient, further efforts are being made to develop this important branch of education, in fact, a special committee of the Imperial Diet was appointed to consider what more could be done in this direction.

The enormously increasing importance of the machine industry has induced all concerned to lay special stress on practical training in the workshop. For this purpose it has been determined to make at least one year's practical training in the workshops obligatory for those students who go in for the examination for the Engineer Diploma. And this is not to be a merely nominal attendance at the shops. The Royal Technical High School at Berlin demands from the intending student a written testimonial that he has spent at least one year in an industrial undertaking, that he has submitted himself to the rules of the shop, and that he has taken part in the work as an actual workman; the report must also contain a detailed account of the manner in which the time has been spent.

This important improvement is, however, only possible, as the Rector of the High School at Berlin specially emphasised, if the owners and directors of large industrial works co-operate and make it possible for students to obtain such practical experience as will make their subsequent theoretical studies of value to them.

The whole industry will ultimately benefit by such a plan, for by it an army of practical and theoretical engineers will be at their disposal. The present state of things leaves much to be desired; many students have had no practical experience, and many of the large workshops either refuse to receive such volunteers, or, if they do, make no provision for their instruction.

At present the student learns for the most part all he can theoretically and technically at the High School, and is then let loose to gain his practical experience as best he may, often at the

expense of his employers. The Technical High School can do no more than it does at present in its various laboratories, particularly in the machine laboratory; even the State workshops and certain private workshops lately established for the purpose do not come up to the requirements of actually giving students an opportunity of participating in responsible work and industrial organisation. This can only be achieved by the large industrial works going hand in hand with the Technical High Schools. It is by no means necessary that such practical work be confined to iron-works, any large well-organised industrial undertaking would be suitable.

It is also proposed that the students should now and then get an insight into the working of the commercial department and in the drawing offices. The Committee of the Union of German Ironworks has lately decided to encourage this movement to the utmost of their power, and they recommend that this obligatory practical year's work shall be undertaken immediately after leaving school. The Committee decided also to put themselves into communication with the Union of Iron and Steel Manufacturers, with the Union of German Machine Makers, and with the Union of German Engineers, with the object of obtaining the co-operation of those bodies.

Commercial
education for
girls.

The beginning of the new school year in April saw the inauguration of a higher commercial school for girls at Cologne. This was felt to be a desideratum, as the steady increase of trade in the Rhine district necessitated the employment of all available help. It was seen, too, that such help to be efficient must consist of specially and individually trained persons.

The Society for the Employment of Women has stated that there is an ever-increasing demand for women in various trades at salaries varying from 5*l.* to 15*l.* per month, but it is an indispensable condition that the candidates be adequately trained for their position. Of real technical education girls have received nothing up to this date in this important district, and positions have been filled by candidates from the commercial schools of Berlin, Munich, Vienna, &c. This school in Cologne is intended to supply the deficiency. Before entering the school, students must produce a certificate proving that they have efficiently passed through all the classes of a girls' high school, or failing this, they must submit themselves to an examination of equal value. This assures a foundation on which the school can base its instruction in languages, in foreign commercial correspondence, as well as in English, French, and German shorthand. A commercial office will be established in which they can obtain practical experience, and by this means it is hoped that good all-round commercial women helpers will be available.

During the two years' course, while endeavouring to make the curriculum as wide and as thorough as possible, so that nothing shall be too high or too serious for the future career, the school will endeavour to supplement previous school and home training, and to inculcate principles of love of work, conscientiousness even

in details, thoroughness, order, and punctuality, the spirit of faithfulness and earnestness in carrying out the tasks entrusted to them, and to exemplify these virtues in every condition of life.

The question has been raised as to the establishment of a Commercial higher commercial school for Berlin. The Director of the Berlin Commercial Continuation Schools has come forward with a project which he has embodied in a pamphlet, entitled "Plan for a Higher Commercial School." He proposes a Union of all the different commercial schools under one direction, and advises as special studies, the proper use of the mother tongue, and, as particularly important, the study of English. Dr. Dunker gives it as his opinion that there is no reason at present for the disproportionate time given in the school routine to the study of French over that of English—an outcome probably of the historical development of Germany and France. He says further, that a knowledge of English is of much greater importance, as, of the entire export trade of Germany, 33 per cent. goes to the British Empire or the United States, and only $5\frac{1}{2}$ per cent. to France and French colonies. In upper and lower "Tertia" of the Gymnasium one hour a week shall be devoted to stenography, in lower "Secunda" to single book-keeping, and this shall go hand in hand with instruction in the elements of commercial knowledge, and in the most important mercantile formularies. In upper "Secunda" two hours are to be devoted to general mercantile knowledge; in lower "Prima" the same time is to be given to double book-keeping; and in upper "Prima" two hours a week to laws respecting commerce and exchange.

Dr. Dunker considers that the Government will be willing to grant to the scholars of such schools the same rights as are enjoyed by the Upper High Schools. The *Abiturienten* who pass a supplementary examination in the ancient languages can enjoy the same rights as the scholars of the High and Humanistic Gymnasias.

There has been a large increase during the past year in the number of towns and districts supplied with electric railways. The steady growth of this means of communication may be seen from the following table:—

| Year. | | | | | | Number of Towns. |
|--------|----|----|----|----|----|---------------------|
| 1891.. | .. | .. | .. | .. | .. | 3 |
| 1892.. | .. | .. | .. | .. | .. | 5 |
| 1893.. | .. | .. | .. | .. | .. | 11 |
| 1894.. | .. | .. | .. | .. | .. | 21 |
| 1895.. | .. | .. | .. | .. | .. | 33 |
| 1896.. | .. | .. | .. | .. | .. | 46 |
| 1897.. | .. | .. | .. | .. | .. | 62 |
| 1898.. | .. | .. | .. | .. | .. | 77 |

Up to September 1, 1899, the number had increased to 89, and the end of the year showed a still further increase up to 93; four (668)

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out of 34 electric tramways begun in September being completed before the year was out.

The length of tramways already working amounts to 2,048·59 kiloms., with 4,504 motor cars, and 3,138 trailer cars.

The beginning of this year saw 2,286 kiloms. working, and about 837 kiloms. in the course of construction.

**Light
railways.**

The following facts concerning the development of light railways in Prussia may be of interest :—

The law concerning light railways passed in July, 1892, gave an unforeseen impetus to their construction. Before that date, about 980 kiloms. existed, and now 300 undertakings are working 7,000 kiloms. The gauge is either the normal, the metre, or the mixed gauge. All these are allowed, though the normal and the metre are most frequently used.

The cost of construction of 286 of such railways (used principally for industrial and agricultural purposes) amounted to 18,627,450*l.*, while the cost of 21 street tramways, with about 700 kiloms. working length amounted to 6,862,745*l.* The combined capital employed amounted to 25,490,196*l.*

**Freight
steamers.**

There have been several complaints lately of the scarcity of suitable freight steamers for the Baltic trade. Already, in 1898, the Lübeck Chamber of Commerce drew attention to this grievance, and recommended the German mercantile marine to increase the number of ships sailing under the German flag, so as to make Germany independent of foreign merchant ships. From Dantzig come the same complaints, accompanied by the remark that a powerful mercantile marine is as important as a powerful navy. It is true that every Baltic port can turn out a goodly number of ships of considerable tonnage, but that they are not sufficient is proved by the fact that the coal transport of Great Britain to the Baltic, and the wood transport from Finland, is carried in British and Danish ships. In these reports the towns of Wismar and Schleswig are held up as examples to be followed, Wismar possessing a large and steadily increasing number of ships of 1,000 to 1,500 tons, which carry the coal between Great Britain and Wismar.

Machinery.

An important innovation appears in the "Information concerning the Foreign Commerce of Germany" (*Nachweise über den auswärtigen Handel Deutschlands*), a monthly publication of the Imperial Statistical Office. Tables are given showing in detail the export and import of the various machines arranged according to their relative importance. From these tables we gather that the export of the following machines is considerably greater than the import :—

Sewing machines, agricultural machines, brewery machines, refinery machines, electric machines, weaving machines, line shafting machines, pumps, hoisting machines, rolling machines, carding engines; machinery used in flour mills, machinery used in saw mills, machinery used in paper mills; steam engines and boilers, turbines, ventilators for factories, steam hammers, machines for cutting and punching metals, locomotives, locomobiles

On the other hand, in machinery used in cotton spinning, in the manufacture of wool compressors and blasting machines, machine tools and type-writers, the import is larger than the export.

The machinery used in cotton spinning comes almost exclusively from England, the superiority of the English machines being a necessary consequence of the early and extensive development of the cotton manufacture in England. Lately, however, efforts have been made to construct these machines in Germany. Weaving machines, too, are imported in large numbers from England, and yet the export from Germany is greater than the import.

The demand for machines used in the woollen manufacture, for compressors, and for blasting, is principally supplied by Belgium, while the United States supplies almost exclusively the typewriters, reckoning machines, and machine tools.

This detailed classification of machinery exports and imports is a very welcome improvement in the official statistics, and will prove to be of considerable help in the forthcoming reform which is projected in the duties on machinery. It is probable that the proprietors of the large ironworks will shortly meet to confer on the question of duties to be levied on machines in the new customs tariff. The enormous development of this industry during the last two years will necessitate a careful classification of the various details of this branch.

The three largest German electric companies, Siemens and Halske, the "Union," and the "Allgemeine Electricitäts Gesellschaft," have founded a company which bears the title "Abwärme Kraft Maschinen Gesellschaft," and which has for its purpose the working of a certain invention. The patents granted to the inventors refer specially to the turning to account of the warmth which is now lost in the "exhaust" and in the water used for condensing purposes; the patents refer also to the realisation of the economic value of the warmth contained in the exhaust gases and waste water, not only of steam engines, but of all similar plants. Should the invention fulfil the expectations of its projectors, especially with regard to machines of large dimensions now in the course of construction, it will lead to a most important, in fact epoch-making, progress in the economy of central power plants.

Economy in the working of central power plants.

A short time ago, Mr. August Köhler took out a patent in Hamburg for an invention which promises to be of great importance to engineers. The invention consists of a burner for liquid fuel specially constructed for burning "Masut" combined with an apparatus which will disperse the liquid "Masut" by means of air under a high pressure. The burner effectuates the thorough mixing of the "Masut" with the air, and after leaving the mouth of the burner, combustion takes place with a non-illuminating flame of great heating power. Previous inventions effected the dispersing of the "Masut" by means of a steam jet; the consequence was a great loss of steam, and a reduction of the

Burner for liquid fuel.

inflammability as well as of the heating power of the "Masut." Another disadvantage was the necessity of using an extra small boiler to generate sufficient steam to work the burner. All this of course meant loss of coal and time. The special form of the mouth of the new burner produces a long and strong flame. Length as well as power of flame are easily regulated. A blow-pipe flame is also easily adjusted, and the burner may therefore be used for soldering and melting processes.

The following is a summary of the advantages claimed by the inventor:—

- (1.) The firing apparatus can be manipulated by one man, in fact one man can attend to a whole system.
- (2.) Greatest possible heating power.
- (3.) No cleaning required.
- (4.) Cheapness of fuel.
- (5.) No smoke, provided "Masut" and air are mixed in the right proportion. This may be of considerable importance in naval matters, and is of undoubted sanitary importance.
- (6.) Easily started by opening a few valves, and lighting a match.
- (7.) Perfect accuracy in regulating the flame.
- (8.) Heating power can be forced up to requirements.
- (9.) No danger of explosion.
- (10.) No injury to the fire-box, all parts being equally heated.
- (11.) Always ready for use.
- (12.) No trimming required.
- (13.) Simplicity and cheapness of installation.
- (14.) Loss of time, dirt, &c., in loading coals avoided.

A ship with smaller bunkers than those usually employed can take in fuel for more than one journey. For instance, a large war ship could go to China and back at full speed without replenishing her fuel. She is thus independent of coaling stations and of transport steamers. This is an important point for the naval and mercantile marine.

Finally, the system is easily convertible into one burning coal or wood if necessary. In converting an old firing system into a "Masut" furnace, the old boiler can be used.

Axle boxes.

An exceedingly suggestive lecture was lately given by Railway-Director Sürth, of Dortmund, in the Union of German Machine Engineers concerning improvements in the construction of wrought-iron axle-boxes on railways and street tramways.

Perhaps no single part of a railway carriage is subject to so much alteration and novelty as axle-boxes. It is certain that the construction of a cheap, durable, dust-proof, easily mounted axle-box is a question of the greatest financial importance.

The lecturer introduced an axle-box constructed and manufactured by the firm Eckstein in Leipzig, which, avoiding brittle cast-iron, was entirely stamped out of iron plate. The important questions of lubricating the axle, as well as rendering the axle-box impervious to dust, were exhaustively discussed, as well as other interesting details, such as doing away with the outside collar which has already been tried in America.

The mechanism by which the axles were kept lubricated was particularly interesting. The essence of the invention is contained in a lubricating cushion which is pressed against the axle by means of a weight or by a cleverly constructed spring.

The great dearth of coal has again directed attention to the use of Dowson gas. This gas is produced by the action of steam on glowing coke, anthracite, &c., and consists mainly of H and CO. It is, according to competent opinion, not only useful for illuminating purposes, but for many others, particularly for industrial furnaces which require a very high temperature, and which are at present carried on with a disproportionately large consumption of coal, *e.g.*, the manufacture of steel and glass. Some chemists have even spoken of this gas as the fuel of the future. But experiments led to disappointment; not because the Dowson gas did not fulfil expectation, but because it was too dear. The production of the gas requires great heat, and it was found that the maintenance of the coals at the requisite glowing point required a great expenditure of time and fuel, and that not more than 40 per cent. of the heating power of the coal could be converted into Dowson gas.

These disadvantages are said to be removed by a new invention called the "Dellwek Fleischer process," which promises to revolutionise all previous processes. By it 75 per cent. instead of 40 per cent. of heating power is retained. The general public seems to be in ignorance of this new system, although it is introduced into 12 gas works and into many steel and iron machine works, producing altogether annually 50,000,000 cubic metres of Dowson gas. Should the process fulfil all that is promised for it, it must lead to immense economy in the use of fuel, both in gas and in industrial works.

A short time ago a company was formed in Hamburg for the purpose of continuing the experiments of Professor Braun of Strassburg in Alsace with respect to wireless telegraphy. The capital is placed at 2,000,000 marks. Professor Braun gives to the company the right of using all his patents already granted and prepared on this subject, the right of building and selling apparatus according to these patents as well as the selling of the patents. He binds himself to place at the disposal of the company any invention which he may in future make without payment. The company takes over a contract which existed between Schuchard and Co. and a Syndicate for using Braun's patents, and takes the place of the Syndicate in this contract.

Mr. Simon, the Danish Consul at Mannheim, is in possession of the following invention. It is an apparatus by which a person possessing a telephone can send a type-written message which will appear in type-written print at the destination with which the apparatus is connected. Siemens and Halske are bringing this apparatus before the public.

A new metal, magnalium, is attracting much attention here. Professor Miethe, an authority on these matters, has proved by experiment that magnalium (aluminium alloyed with the some-

what lighter magnesium) promises to be an advance in the use of aluminium alloys. Professor Miethe, being supplied with specimens by the German Magnalium Company, gave a lecture enlarging on the various uses of this new metal. Professor Slaby, too, has shown to the Emperor at Hubertusstock a magnalium casting milled on all sides, which was subject to a trial weight of 7,020 kilos. and which only showed a slight rebounding spring, whereas a piece of wrought-iron of the same area breaks under 6,010 kilos.

It seems, then, that magnalium resembles Bessemer steel in this respect. The metal is, at least, as easily worked as brass, fills moulds nearly as easily, and though, as with aluminium, the secret of soldering it has yet to be discovered, it can be employed in many instances where brass is now used. For the building of motors, for bearings, for balloons, in ship-building, in the manufacture of wire, in fact, wherever aluminium has up to this time disappointed us, the new alloy promises to be of great service, combining, as it does, the lightness of aluminium with several other desirable qualities.

Telegraphon.

A company has lately been founded to work a new invention called the telegraphon, which has been subjected in the telegraphic experiment department here to repeated trials. The telegraphon is an electro-magnetic phonograph. With Edison's phonograph the undulations of sound are mechanically transferred to a cylinder of wax, in which the effect is seen in the form of engraved furrows. With the telegraphon the same undulations are transferred into electrical impulses by means of a microphone.

These electrical impulses are forced to pass the windings of a small electro-magnet, before the poles of which a piano steel wire or a steel band is quickly moved by means of an electro-motor. The steel band will be magnetised according to the power of the passing impulses. After this, the steel band is again moved in front of the poles of the little electro-magnet, and will induce currents in the windings of the latter, which are of the same form as the primary currents received from the microphone. If one includes a common receiver in the circuit in which these induced currents flow, one hears exactly the words which were spoken into the microphone. As the magnetism of steel is retained for some time, the band can be used many times. By sending a constant current through the little electro-magnet, and moving the steel band before its poles, the difference of the magnetism is equalised, and the band now ready for another process.

In the experiments the arrangement was the following:—A common telephone case with a microphone was connected with the little electro-magnet by means of a short wire of small resistance, so that the current received by the electro-magnet was of considerable power. The arrangement for the receiver was also advantageous for the working of the invention, because the telegraphon-electro-magnet induced the currents in a circuit free of self-induction or hysteresis.

Experts are not quite decided as to whether the telephone

current after passing long circuits will have enough remaining energy to magnetise the steel band sufficiently for the telegraphon to produce the sounds loudly and clearly. But the results of the trials were so encouraging that there are great hopes of perfecting the apparatus in time, and for making it available equally for messages sent as well as for those received.

Glass manufacture has received an important impetus in the invention of an automatic glass machine. The invention has excited the liveliest interest among all hollow glass manufacturers, the most prominent members of this trade being invited by the Glass Machine Syndicate (limited liability company) of Berlin to examine and prove the working of the new machine at the glass works of Messrs. Schweig and Co. at Weisswasser, Oberlausitz, after which a congress of glass manufacturers was held.

The results obtained were astonishing. With watch in hand, it was demonstrated that in one minute ten perfectly flawless glasses, all exactly alike, could be automatically pressed and blown.

The machine working in Weisswasser is the first of its kind in Europe, and is of such remarkably simple construction that the most experienced hands are perfectly astounded at the results, and were loud in their acknowledgments of the ingenuity of the inventor, Mr. Blue, an American.

The method of production is roughly as follows:—

The melted glass is laid in a form; the head of the article is formed, and by means of a valve, working with compressed air, the glass article is blown, after which process the article is finished in whatever form is required. An average time of eight seconds is required for the production of each article, and the machine works as regularly and safely as if metal articles were being punched. The finished articles were without flaw. It may be seen then that there is no waste by breakage, no necessity for cutting, no fear of defective articles, and no necessity to be dependent on skilled workmen. All these facts point to a great change in the glass industry, a change to be brought about by the probably rapid adoption of these machines.

Respecting trade in leather between the United Kingdom and Germany the following details are forthcoming:—

During the past year, the great demand in the United Kingdom occasioned by the war necessitated large imports from other countries, among others from Germany.

In raw leather large quantities of ox and cow hides were exported to the United Kingdom, and of tanned leather much of the inferior sort was exported. Leather refuse, that is leather prepared from the less valuable parts of the hide, went largely to the United Kingdom, in fact all second rate cheap goods found a readier sale than the dearer seasoned leather. The import from the United Kingdom showed no striking feature in comparison with the previous year.

The leather trade here has started a new undertaking in Saxony. The "Leipzig Anhalter Haut-Woll Fabrik, Haeslop and Co.," is

building a new factory in Rodleben near Rossau for "Haut-Woll," and intends to build at the same time a factory for the production of fine leather in which the hides which have been used for the hair wool manufacture may be tanned and utilised for the manufacture of shoes and leather ware generally. The factory buildings are supplied with the most modern machines and appliances, and are able to work about 2,000 skins a day.

The next season will probably see the factory in full work. This undertaking of Herr Haeslop is the only one in Germany; the method of removing the hair and wool from the skin, and its subsequent manufacture is a special process, the secret of which is not known.

Hitherto certain sorts of fine foreign skins could only be obtained via France and Italy, but Herr Haeslop has made arrangements by which he can buy direct from the trans-oceanic countries of production.

Beeswax.

The German trade in the productions from beeswax, in which a retrogression was noticed last year, has shown a further backward tendency. The weather was principally the cause of this.

All producers were dependent upon imported wax for their manufactures which for this reason increased 10 per cent. in price. The import to Hamburg of all kinds amounted to 27,107 cwts., compared with 24,861 cwts. in 1898.

The increased import did not, however, hinder a rise in prices. The reports from Brazil as to an unfavourable result of the last harvest of Carnauba wax were at first not believed, but the reduced quantity which arrived soon proved the report to be true. Only 6,009 cwts. arrived compared with 12,116 cwts. in 1898. As, therefore, producers were obliged to fall back upon old stores, a rise of 20 per cent. in price was the result.

The reports as to the last harvest are still more unfavourable. As a rule the first shipments arrive in December, but up to date there has been actually no arrival from Brazil. Large orders for North America and London which were placed in Hamburg, as well as other large orders, partly for use and partly for speculation have made great havoc in the existing store, so that the price at the end of February had increased 40 per cent., and even this does not seem to mark the highest point in prices.

Chemicals.
Sulphate of ammonia.

It is a fact deserving of attention that the export of sulphate of ammonia from the United Kingdom has decreased to Germany about 3,593 tons, to France 5,917 tons, to Belgium 5,046 tons, and to Holland 1,749 tons; whereas other countries, *e.g.*, Spain, the United States and other trans-oceanic countries show an increase in the import from the United Kingdom. In Germany the consumption has increased, and the demand is supplied by the home production. The British import comes in principally via Hamburg, and during the last years has averaged 150,000Z. The greatest part of this remains in Hamburg, a small quantity goes inland via rail, or by ships on the Upper Elbe.

Carbolic acid.

The demand for crystallised carbolic acid last year was very large, on account of the Transvaal war, and a great scarcity was

noticeable in the market. This condition was aggravated by the scarcity of coals and by the prohibition of the export of carbolic acid from the United Kingdom. German firms are not able to supply the home demand in this substance not having sufficient supplies of raw material—coal tar obtained from the generation of illuminating gas. In the United Kingdom gas is produced in large quantities, and has thus become the centre of the carbolic acid manufacture. From carbolic acid, picric acid is obtained, and is used for the filling of bombs, but it has other uses too in medicine, in the preparation of salicylic acid, and in dye-stuffs. It is not surprising then that such a far-reaching measure as the entire prohibition of the export caused much excitement in the market, leading to an increase in the price of carbolic acid of 100 per cent. This has been to a certain extent rectified by allowing the export of carbolic acid for medicinal purposes, while still restricting it for military and other purposes. That exported to Germany consists principally of raw fluid, carbolic acid which is afterwards crystallised, the pure crystallised carbolic acid forming an important export article from Germany.

The prognostications as to the fall in price of oxalic acid or **Oxalic acid.** oxalic acid salts have been fulfilled. The newly erected factories have been the means of paralysing the trade of the Union of German and English Manufacturers, and the syndicate was finally extinct at the end of 1899. The old factories endeavoured to dispose of their productions at contract prices, this together with the quantities with which the market was flooded by the new competitors caused these prices to become lower and lower, so that deliveries due in 1900 cannot possibly leave a margin of profit to the producers.

The demand for salicylic acid is steadily increasing, and this **Salicylic acid.** not only in Germany but in other countries. The United Kingdom, Japan, and the United States were all considerable buyers of German salicylic acid.

Although the price of carbonate of ammonia rose in the **Carbonate of ammonia.** United Kingdom, the best German sorts, equal to the well-known English "Hills," have not been able to obtain such high prices as the English.

It is noteworthy that the question of the use of boracic acid **Boracic acid.** as a preservative has been decided by no less an authority than Professor Liebreich. This gentleman has found that boracic acid is not deleterious to the human organism, when used in such quantities as are necessary for the conservation of food.

The market was however on the whole particularly favourable, **Sulphate of ammonia.** and the large use of sulphate of ammonia for agricultural purposes leads to the certainty of further flourishing trade. In the United Kingdom, the principal producing country, only 7,000 tons were promised for the new year, and as sulphate of ammonia is now largely supplanting Chile saltpetre it is to be apprehended that the coming year will bring great scarcity of this fertiliser.

The German production of sulphate of ammonia is reckoned at

100,000 tons; this, however, does not satisfy the home demand, which must be supplied for the greater part by import. Last year 29,000 tons were imported of which 18,000 tons came from the United Kingdom.

Chloride of lime.

The import of chloride of lime amounted to 323 tons in 1899, the export 17,422 tons.

These figures show that the electrolytic production has succeeded. In trade circles, attention is being directed to large chemical works in Japan, and specially to a "Leblanc" factory for the fabrication of caustic natron, and a "Welldon" factory for the fabrication of chloride of lime. The fabrication of caustic natron has not been successful, owing to the low price of that article on the European and American markets, but the chloride of lime factory has been most prosperous and does a large home trade. The manganese brown stone necessary for its manufacture is found in the country.

Arsenic.

The following items are interesting respecting arsenic. The production of the Royal Saxon Mines comes up to that of previous years, viz., about 1,000 tons. For white arsenic meal and white piece arsenic the price is 4 marks higher than in the previous year. This has to a certain extent limited the production. Another influence was the appearance in the market of British arsenic of excellent quality, packed as is customary in Germany, and much cheaper in price.

Soda.

In 1879 Germany imported 18,065 tons calcined soda and exported 1,578 tons, whereas in the past year only 506 tons were imported and 39,932 tons were exported. In spite of this, the entire British production of alkali has not only not diminished, but shows a slight increase. The progress of culture in those countries which are dependent on the United Kingdom for their supply of soda necessitates such an increased consumption, that it counterbalances the diminished export of the United Kingdom to Russia, the United States, and Germany.

Phosphorus.

The past year showed a great increase both in the export and import of phosphorus. Imports, 370 tons, compared with 260 tons in 1898; export, 123 tons, compared with 87 tons in 1898. Of the import 260 tons came from Great Britain. The Japan match industry requires annually a large quantity of phosphorus.

Quinine.

The price of quinine rose from January to March of last year from 1*l.* 7*s.* 6*d.* to 2*l.* 17*s.* per kilo., and went down again to 1*l.* 15*s.* 6*d.* per kilo. This was at the end of September, from which time prices again rose to 2*l.* 10*s.* per kilo. This latter considerable rise was probably owing to the great demand for the American and British armies. This great fluctuation in price will probably disappear with the causes, and the market will resume its normal condition.

Glycerine.

The import of raw and purified glycerine has increased by 29,550 cwts. This very considerable increase is the consequence of the large demand of German industries. At the same time the export has decreased by 19,700 cwts. The United Kingdom exported to Germany 90,861 cwts. raw glycerine and 11,844 cwts.

purified glycerine. Germany exported to the United Kingdom 5,211 cwts. purified glycerine.

A contract was entered into in August, 1893, to keep the price of antipyrine up to a certain figure. For Basle the minimum price was fixed at 90 fr. per kilo. Any breach of this contract was liable to a heavy fine. The Höchst Colour Works, on the other hand, guaranteed to the parties contracting with them a certain quantity for sale. If more was required, the contracting parties were bound to provide themselves with it from the Höchst Colour Works, and to pay a price of 90 fr. per kilo. If less than the contracted quantity was sold, the Höchst Colour Works were bound to allow on every kilo. not sold a sum of 50 fr. Antipyrine.

The export of musical instruments amounted in 1899 to 3,776 tons with a value of 51,769*l.*, compared with 3,909 tons with a value of 60,161*l.* in 1898. The past year, therefore, shows a decrease of 133 tons or 3·4 per cent. as to quantity, and a decrease in value of 8,392*l.* or 14 per cent. The cause of this retrogression seems to be the constantly decreasing export to the United States. Musical instruments.

Since January, 1899, mechanical musical instruments, which were formerly included under the heading "musical instruments," have a special line for themselves in the customs tariff, so that it is now easy to see in which branch fluctuations of export and import take place. The principal market is still the United Kingdom which takes 881 tons or 23·3 per cent.

The United Kingdom and her colonies are the best market for German pianos. Of the entire export of 11,863 tons in 1899, 4,889 tons went to the United Kingdom; to British South Africa, 1,975 tons; to India, 70 tons; and to Australia, 2,216 tons. This has led to the British taste being predominant in the ornamentation of the piano case. As a general rule, the old classical style is preferred.

The market in fine gold-ware has not suffered so much from the South African war as was anticipated. Statistics as to the export are difficult to obtain, as gold-ware is classed with other precious metals, but both the export and import of articles made from precious metals have increased. Goldware.

The import in 1899 amounted to 33·9 tons, with a value of 144,313*l.*, compared with 30·7 tons, with a value of 130,441*l.*, in 1898. The export amounted to 83·07 tons, with a value of 2,005,588*l.*, compared with 74·6 tons, with a value of 1,891,127*l.*, in 1898. To this must be added gold and silver leaf with an import of 534 lbs., with a value of 3,382*l.*, compared with 738 lbs., with a value of 4,362*l.*, in 1898. The export amounted to 22·5 tons, with a value of 210,882*l.*, compared with 23 tons, with a value of 215,735*l.*, in 1898.

Great interest has been shown in shipping and shipping insurance circles as to the important service rendered by the Shell Line ss. "Clam" to the Austrian-Lloyd ss. "Pandora." Shipping.

The "Pandora," with disabled machinery, 100 sea miles distant from Perim, was taken in tow by the "Clam" and brought into Perim. It was entirely owing to the fact that the "Clam" was (668) C

using liquid fuel that she was able to render this service to the "Pandora." This is another proof of the incalculable advantages which attend the use of oil fuel in the place of coal. The "Pandora" had broken her shaft in the Red Sea, and was completely disabled. The fact that a big steamer using oil for generating steam could perform such a task shows the progress which engineers have made in adapting oil for these purposes.

The testimony both of officers and of engineers was unanimous as to the advantages of the oil fuel. The number of firemen was diminished from 17 to six, and these six were, of course, no longer actually firemen, but were employed in giving other help to the engineers. The ss. "Clam" had three boilers; two, however, would have been quite sufficient with oil fuel. Two boilers required 16 tons of oil daily, which is equal to 30 tons of coal.

The Hamburg-American Steamship Company have made a contract with the Shell Company, and are having several of their vessels fitted with liquid fuel apparatus. Other lines, too, have decided to give the liquid fuel a trial:—The Ras Company; Messrs. Galbraith, Pembroke and Co.; and Messrs. Cossavitch, of Fiume.

Steamers plying round Shanghai are using liquid fuel with the most successful results, and with great saving both of cargo space and fuel.

A most interesting article on this subject, corroborating the foregoing statements appeared in the "Trades' Journals Review," of April 14, 1900.

A SURVEY of the German Mercantile Marine.

| | | Number of Vessels. | Tonnage. | |
|-----------------|----|-----------------------|-----------|-----------|
| | | | Gross. | Net. |
| January 1, 1899 | .. | 3,713 | 2,317,563 | 1,639,552 |
| " 1898 | .. | 3,693 | 2,189,508 | 1,555,371 |
| Increase | .. | 20 | 128,055 | 84,181 |

DIVISION into different Kinds.

| | | Sail and Tug Boats. | | | Steamers. | | |
|-----------------|-----|-----------------------|----------|---------|-----------------------|-----------|-----------|
| | | Number of Vessels. | Tonnage. | | Number of Vessels. | Tonnage. | |
| | | | Gross. | Net. | | Gross. | Net. |
| January 1, 1899 | ... | 2,490 | 642,996 | 601,161 | 1,223 | 1,674,867 | 1,033,391 |
| " 1898 | ... | 2,522 | 623,660 | 585,571 | 1,171 | 1,565,848 | 969,800 |

SAILING and Tug Boats, January 1, 1899.

| | Number of Vessels. | Per Cent. |
|----------------------------|-----------------------|-----------|
| More than three masts.. .. | 36 | 1·45 |
| Three masts | 366 | 14·7 |
| Schooner.. .. | 1,359 | 54·58 |
| Cutter | 557 | 22·37 |
| Tugs | 172 | 6·9 |

STEAMERS.

| | Number of Vessels. | Per Cent. |
|-----------------------|-----------------------|-----------|
| Paddle steamers | 50 | 4·09 |
| Screw steamers | 1,173 | 95·91 |

DIVIDED according to Tonnage.

| | Sailing and Tug Boats. | | Steamers. | |
|---------------------|------------------------|-----------|-----------------------|-----------|
| | Number of Vessels. | Per Cent. | Number of Vessels. | Per Cent. |
| Under 500 | 2,126 | 85·38 | 489 | 39·98 |
| 500 to 1,000 | 107 | 4·3 | 236 | 19·3 |
| 1,000 „ 2,000 | 211 | 8·47 | 195 | 15·94 |
| 2,000 „ 3,000 | 38 | 1·53 | 145 | 11·86 |
| 3,000 „ 4,000 | 7 | ·28 | 65 | 5·31 |
| 4,000 „ 5,000 | 1 | ·04 | 37 | 3·03 |
| Over 5,000 | .. | .. | 56 | 4·58 |

The following table may be useful in making a business survey. **Bankruptcy**
 The number of failures in Germany in 1899 has increased by 292. But it is worthy of remark that in the 28 German towns of over 100,000 inhabitants the number of failures has decreased by 100; instead of 1,702 failures in 1898, appear 1,602 in 1899. The firms which failed in Germany are distributed as follows :—

| | Number. | |
|----------------------------|---------|-------|
| | 1898. | 1899. |
| Kingdom of Saxony | 1,102 | 1,098 |
| „ Bavaria | 562 | (?) |
| Rhenish Provinces | 527 | 484 |
| Württemberg | 434 | (?) |
| Silesia | 400 | 431 |
| Brandenburg | 348 | 359 |
| East and West Prussia.. .. | 330 | 350 |
| Westphalia | 280 | 284 |
| Province of Saxony | 265 | 351 |
| Berlin | 243 | 302 |
| Schleswig-Holstein | 212 | 237 |
| Posen | 183 | 168 |
| Hesse Nassau | 167 | 147 |
| Pomerania | 150 | 172 |
| Hamburg | 131 | 187 |

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